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Polls, contests, behind-the-scenes photos, ramblings from the editors. Get some!

## » ON THE COVER:

This month's newsstand cover features one of the first fully built 2015 "alumaFords" to hit the scene from our friends at Skyjacker. And in our tradition of bringing you the very best in late-model GM trucks we give you a killer flamed double door from Texas. Photo kudos go to Brandon Burrell and Grant Cox, respectively.

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# Tn







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**CHRIS BURKARD**  
ADVENTURE PHOTOGRAPHER

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# Where do *Truckin'* Editors Come From? Part 2

**A** Few months back I started telling you all about growing up in SoCal and my exposure to the truck scene in the late '80s. I left off around the end of high school, when I was driving my '71 Blazer and still building Volkswagens. I continued to hang out at Fine Line Glass Tinting with owner Lance Lavery. Lance was one of those older guys from the neighborhood who had cool minis and VWs, and he always had something for me to do at the shop. I worked at a truck dealership for a couple of years right out of school and took a college class here and there. I didn't have the money to build any of my vehicles to the level I wanted, but I still never missed a Cal Truck or VW Jamboree. The sport truck era was taking off at the time, and while at the dealership I talked them into building a handful of Fords just like the GM trucks that were beginning to rule the streets: 4/6 drop, Boyds, BFGs, billet grille, and roll pan. Aside from a little front wheel camber they looked pretty cool. The Fords never really took off, but man, how cool would it be to see one of those '91s or '92s rolling on the streets today?

Eventually I decided I needed to be in college full time, and since I was behind I got all the worst class times. That meant I spent a lot of my down time back at the shop helping out. By then, Fine Line was one of four shops in a complex in Buena Park that included Southland Motorsports, JJ Metal Fab, and Sound Decision, and wouldn't you know they were all mini-truckers, most of which having had a *MT* cover or two. Those were some good times. There was a constant cast of characters passing through, and the parking lot looked like a 24-hour truck show. My vehicles had changed by then, too. I now had an S-10 Blazer and a '57 Single Cab Transporter (bus).

Magazine editors and all-around cool guys like Brian McCormick, Mike Shartsis, and Rob Hallstrom were always stopping by. Whether it was to arrange a tech story, check on the progress of a feature vehicle, or just kill some time and talk some trash to Lance. This was before there were Instagram celebrities and even the Internet. If you were into the subject matter they wrote about, they were it! One time Lance let me tag along to the McMullen offices (publisher of *Truckin'* before the many mergers and buyouts), and I ended up getting the full tour—even the prepress room where they were actually still laying out ad

pages with bees wax on big boards. Something must have struck me back then, but I sure didn't know that eight or so years later I would be walking in that building to begin what has turned into a 15-year career writing, shooting, and editing truck magazines.

It was around this time that another chance occurrence happened that opened my eyes to a whole new aspect of the truck world. One of Lance's old friends from our high school stopped by and mentioned that he was campaigning a Class 7 Toyota for the upcoming SCORE season. If you've ever met Brady Helm (Hella, Sway-A-Way, JE Pistons), you know he can sell surf trunks to the Sherpas on Mt. Everest, but he'll also have you laughing to the point of tears and will give you the shirt off his back. Somehow, after a few beers, Lance and I found ourselves painting the race truck for a race that was happening in a few days. We drove out to see if the race was all it was hyped to be or if we were sold a bill of goods, and soon Lance and I both were building Toyota prerunners and we had a Class 5 project in the shop. From that day on I didn't miss a SCORE race for over four years! Somehow I managed to juggle full-time work, part-time school, and being in the desert and Mexico about 10 weeks a year but it was worth it. We had some great times back then, and I hope I can get a truck together someday and get back out there.

Eventually, it was time to finish college. I mean, some people are in school for six years but they usually have initials after their name. I sold everything I had, quit my job, and became a real student for a year. Of course, that lasted five minutes and I soon had a '90 Chevy RCSB that was soon slammed with a Gaylord's lid and a bunch of other goodies.

I graduated college during a tough time in history. It was precisely when the all the dot-coms were imploding, and the job market was a tough one. After a really cool internship with an entertainment company and building a couple vehicles for that company's president (told you it was cool), a friend told me that *Truckin'* was two people short. A week later I was back in the McMullen building signing papers.

There are about a hundred more stories, shows, and trucks along the way. And you may read about some of them right here, but that, my friends, in a nutshell, is where this editor came from! 🚚

**Keep on Truckin'**  
**-JC**

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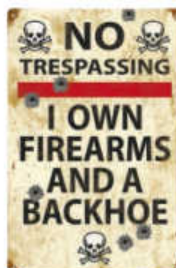
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## Rockin' And Rollin'

I have a '00 Dodge Ram 1500 5.2l V-8 that is stock at the moment, and I want to keep it that way, but had a few questions about getting my suspension better. I was wondering if you could combine a Sulastic Shackle and a Road Master Active Suspension for leaf springs? Another thing I wanted to ask, is it possible to upgrade a stock truck with a Master Bushing Kit from



Energy Suspension? If all this can be done, I was wondering just how good the handling, performance, and ride would be with a setup like that? Thanks so much. Hope to hear back from you guys soon.

**Brian Weber**  
**San Ramon, CA**

**Brian,**

In order to improve the ride of any truck, the upgrades that you mentioned would be a good place to start. First off, the Sulastic Shackle would isolate a great deal of vibration that naturally runs up the leaves and gets transferred to the hard-mounted shackle. You can definitely keep some of that same vibration down with the Master Bushing Kit from Energy Suspension. To answer your other question, yes, of course you can upgrade a stock truck. Given that your Dodge is over 15 years old, the stock bushings, cab mounts, and bed mounts might be a little tired and the Energy kit would get your truck back to almost new. Another area to address would be the front shocks with a good set of OE-style replacement shocks from Belltech, ProComp, or Fox. Your idea for going after the body roll on corners is a good one and the Road Master Active Suspension can save that, but another component to consider is a sway bar for the front and rear. Also designed to stop body roll, sway bars are easy to install and stop body roll in its tracks. Look into a set from Hellwig or Belltech. Hope that helps.

## No Cover-Up

Hey guys, I want to do something special for my wife's truck. We have a company that provides ground penetrating radar, so we need the convenience of having a bed, but the interior never gets touched. She has a '10 GMC Sierra 1500 with cloth interior that she has never been happy with. I have been looking for an upgrade for her, and have not found anything decent at local stores or anything. I also don't want a cheap cover-up set. What I'm really looking for is leather so she can feel really good about her truck. Got any advice?

**Dillon Luke**  
**Burkburnett, Texas**

**Dillon,**

What a good husband! We agree that the standard-issue cloth seats will work for several years, but can and do wear out over time and look a little tired. They can hold onto dirt and smells a little more, plus will stretch over time to give that kind of baggy look. If you are not tracking in a lot of dirt and mud, then a leather upgrade can do wonders for the comfort and style of an interior, not to mention will get you oodles of brownie points with your



special lady. When taking a look at AutoAnything, there are many options for your '10 Sierra that can be for longevity, comfort, and good looks. First up, there are several offerings

from CalTrend in their Dura Plus series, which is made of Cordura canvas that is ultra-tough, plus is tear, scuff, and water resistant, but still has the look and feel of leather. Saddleman makes a leather set that is tough, but has all the rich, luxurious qualities of real leather and is available in single-color schemes to match your existing interior. Coverking is another leather option, which are measured specifically for your GMC just like Saddleman, and have more color designs to choose from. Coverking has solid colors to match the interior design, but also has two-tone options to provide a little more color pop. Any way you go, your wife's interior will have a new lease on life and provide many years of good looks and hard use.

## Throwing it Down

For the past few years, I have been following the coverage of Throwdown in your great magazine. I love the photos, the locations, and that you draw competitors from your readers letting all us *Truckin* followers know that we can get in on the fun. I also love the fact that a garage-built truck can get out on the track and by sheer skill, and some added horses, compete with built race trucks. But as closely as I study your mag, I have missed the invite the last two years. When will you be making the announcement for the 2016 event? I have a sleeper '06 GMC Sierra that runs in the high 12s with a bunch of speed parts that I ain't telling you about till I get picked! When will the sign-ups start?

**Jason Alverado**  
**Shreveport, LA**

**Jason,**

We love running Throwdown as much as you love reading about it. We have purposefully kept it as a run-what-ya-brung event where we encourage our readers to bring out their mildly hotted-up project cars



and pavement-ripping daily drivers and let them loose out on the track to compete against each other. You are right that skill and knowing your truck can make a difference in this event and often is the deciding factor on winning versus the high-horsepower monsters. To register for our Throwdown 2016 event, go to [www.trucktrend.com/events/truckin-throwdown/2015/1412-2015-truckin-throwdown-registration/](http://www.trucktrend.com/events/truckin-throwdown/2015/1412-2015-truckin-throwdown-registration/) and fill out the form to get yourself in contention for 2016.



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Shown:  
'07-14 Ram  
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## Quick Change

**Who:** Innovative Creations Inc. (ICI)

**What:** Magnum Roller Fairlead License Plate Adapter

**Why:** The Magnum Roller Fairlead License Plate Adapter turns any roller fairlead into a front license plate mount. With it, customers can avoid those pesky traffic tickets that may result from the absence of a front license plate as required by law at all times now in 31 states. Made in the USA from premium, heavy-duty steel, and powdercoated to prevent corrosion, it also includes all mounting hardware for the license plate.

**Where:** 800.626.8746, [www.accessoryproshop.com](http://www.accessoryproshop.com)



## Wet Jet

**Who:** Performance Online

**What:** Water Pump for '47-'55 Chevy/GMC

**Why:** This kit is great for the enthusiast who is converting from the old 216ci six-cylinder engines to the later-model '55-'62 235ci six-cylinder engines in the '47-'55 Series Chevy-GMC truck. Great for those wanting the old nostalgic six-cylinder look and equipped vehicle, but a bit more horsepower. Included in the kit is a new pump and pulley, the correct fan spacer, and a gasket for easy out-of-the box installation.

**Where:** 714.278.0098, [www.performanceonline.com](http://www.performanceonline.com)



## Moab Monster

**Who:** BDS Suspension

**What:** Super Duty 6-Inch Fox Coilover Upgrade Kits

**Why:** Six-inch performance coilover conversion four-link systems for Ford F250 and F350 Super Duty convert the factory front coil spring suspension to a high-performance Fox 2.5 factory reservoir coilover, which gives proven off-road prowess and the ability to clear 37-inch tires. This coupled with Factory Protection Plus (FPP) gives you the peace of mind and a five-year 100,000-mile drivetrain warranty at no additional cost.

**Where:** 517.279.2135, [www.bds-suspension.com](http://www.bds-suspension.com)







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 **BRIDGESTONE** Blizzak W965   
 **BRIDGESTONE** Dueler A/T Revo 2   
 **CEPEK** Trail Country   
 **Firestone** Destination A/T   
 **GENERAL TIRE** Grabber



**GOODYEAR** Wrangler MT/R w/Kevlar   
 **HANKOOK** Dynapro AT-M   
 **KUMHO TIRE** Road Venture AT51   
 **MICHELIN** LTX A/T 2   
 **FIRESTONE** Scorpion ATR   
 **YOKOHAMA** Geolander A/T-S

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**D.C. Terrain**  
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**Granite Alloy GA640**  
16 17 18 20

**Granite Alloy GV8**  
17 18



**B.R. 942 Type D Steel**  
16X8

**Mamba M15**  
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**Mamba M17**  
16 17 18 20

**Mamba M18**  
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**Moto Metal MO972**  
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**Moto Metal MO976**  
18 20 22



**Method Mesh**  
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**Ultra Colossus**  
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**Ultra Predator II 6-Spoke**  
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**W.E.R. 501 Legend**  
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**WORX 808 Beast II**  
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# ZONE OFFROAD PRODUCTS

## New Products



### CHEVY

#### 11-15 2500 HD & 3500

LIFT	DESCRIPTION	PRICE
6"	2WD/4WD w/shocks	\$1393.74
2"	Lift Kit	\$159.95
2"	Torsion Bar Leveling Kit	\$99.95

#### 01-10 CHEVY 2500 HD & 3500

6"	2WD/4WD Lift w/shocks	\$1149.96
3"	Adventure Series UCA Lift Kit	\$795.95
2"	Lift Kit	\$159.95
(01-10)	Heavy Duty UCA Kit	\$369.95
2"	Torsion Keys	\$99.95

#### 07-15 CHEVY 1500

4.5 & 6.5"	4WD Lift w/shocks	\$1295.95
4.5 & 6.5"	2WD Lift w/shocks	\$999.95
3.5"	Adventure Series UCA Kit	\$619.95
(07-13)	Heavy Duty UCA Kit	\$395.95
3.5"	2WD/4WD Combo Lift	\$199.95
2"	Lift Kit	\$129.95
2"	Leveling Kit	\$69.95
3"	Body Lift	\$374.95
1.5"	Body Lift	\$149.95

#### 99-06 CHEVY 1500 4WD

6"	4WD Lift w/shocks	\$1299.95
3.5"	Combo Lift	\$249.95
2"	Lift Kit	\$149.95
2"	Torsion Keys	\$99.95
3"	Body Lift	\$307.95
1.5"	Body Lift	\$159.95

#### 88-98 CHEVY 1500 4WD

6"	4WD Lift w/shocks	\$1195.95
2"	Lift Kit	\$149.95
2"	Torsion Keys	\$99.95
3"	Body Lift	\$176.95

#### 73-87 CHEVY 1/2 & 3/4 TON PICKUP & 73-91 1/2 & 3/4 TON BLAZER, JIMMY, SUBURB.

6"	4WD Lift w/shocks	\$599.95
4"	4WD Lift w/shocks	\$499.95

#### 2015 / 2004-12 COLORADO/CANYON

2.75"	2015 - Combo Lift Kit	\$205.95
3.5"	04-12 - Combo Lift Kit	\$349.95
1.5"	Body Lift	\$165.95
1.5"	Leveling Kit	\$49.95
2"	04-12 Leveling Kit	\$99.95
2"	Lift Kit	\$149.95

#### 07-14 SUBURBAN/TAHOE/YUKON

6.5"	4WD Lift w/shocks	\$1739.99
2"	Leveling Kit	\$69.95
2"	Body Lift	\$319.99

#### 92-06 SUBURBAN/TAHOE/YUKON

6"	00-06 4WD Lift w/shocks	\$1679.95
2"	92-06 Torsion Bar Keys	\$99.95
2"	92-98 Lift Kit	\$149.959
3"	Body Lift	\$199.95



### FORD

#### 05-15 FORD F250 & F350

LIFT	DESCRIPTION	PRICE
6"	Radius Arm Kit w/shocks	\$1279.95
4"	Radius Arm Kit w/shocks	\$1053.48
4"	4WD w/shocks	\$799.96
2"	Body Lit (11-15)	\$399.95
2"	Leveling Kit	\$99.99
1"	Budget Boost	\$69.99

#### 99-04 FORD F250 & F350

6"	4WD Lift w/shocks	\$995.95
4"	4WD Lift w/shocks	\$809.95
2.5"	Leveling Kit	\$295.95
1"	Front Shackles	\$74.95
3"	Body Lift (99-03)	\$334.95

#### 1997-2014 FORD F-150

6"	2014 4WD w/shocks	\$1299.95
6"	2014 2WD w/shocks	\$1195.95
4"	2014 4WD w/shocks	\$1299.95
2"	2014 4WD w/shocks	\$169.95
2"	09-14 Leveling Kit	\$99.95
6"	09-13 4WD w/shocks	\$1549.95
6"	09-13 2WD w/shocks	\$1399.95
2"	09-13 Lift Kit	\$169.95
6"	04-08 4WD w/shocks	\$1399.95
4"	04-08 4WD w/shocks	\$1299.95
2"	04-08 4WD Lift Kit	\$169.95
2"	04-08 4WD Leveling Kit	\$81.95
3"	04-05 Body Lift	\$365.95
6"	97-03 4WD w/shocks	\$1295.95
2"	97-03 4WD Lift Kit	\$159.95
2"	97-03 4WD Leveling Kit	\$99.95
4"	97-03 4WD Combo Lift	\$279.95
3"	97-03 Body Lift	\$199.95
2"	97-03 Body Lift	\$187.95



### TOYOTA

LIFT	DESCRIPTION	PRICE
5"	07-14 Tundra w/shocks	\$1299.94
3"	07-14 Tundra Leveling Kit	\$99.95
3"	07-14 Tundra Lift Kit	\$169.95
6"	05-12 Tacoma Suspension Lift	\$1249.95
4"	05-12 Tacoma Suspension Lift	\$1195.95
2.5"	05-11 Tacoma Leveling Kit	\$99.95
2.5"	07-11 FJ Cruiser Lift Kit	\$229.95



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**Who:** Remington

**What:** Truck Wheel Series

**Why:** Get your truck to look as good on the trail as it does anywhere else with a set of Remington wheels. Seven new styles to choose from in hefty one-piece aluminum construction with a variety of finishes—satin black, silver machined, olive drab, and desert tan—and featuring 15- to 20-inch sizes with both five- and six-lug patterns available. To complete the look, Remington offers a trick set of lug nuts with a bullet-inspired theme complete with a Remington USA logo head stamp.

**Where:** 800.230.3030

[www.summitracing.com](http://www.summitracing.com)



## Keyed Up

**Who:** Bolt

**What:** One-Key Lock System

**Why:** Bolt's unique, patented one-key lock technology permanently programs the locks on these tonneau covers to the truck's ignition key so that just a single key is needed, no matter how many Bolt locks are in use. The first time the key is inserted into the Bolt lock cylinder, spring-loaded plate tumblers move, immediately coding the cylinder to that unique key. New thumb turn latch design is ergonomic and easy to use.

**Where:** 877.251.8798

[www.boltlock.com](http://www.boltlock.com)



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## New Products



### Web of Steel

**Who:** SpeedStrap

**What:** Off Road Limiting Strap

**Why:** These heavy-duty nylon straps help protect off-road suspensions by preventing over-extension of suspension components and have the ability to absorb energy so they are engineered to stretch a bit. Made in a variety of lengths from 8 to 40 inches and constructed from 7,000-pound black nylon webbing double wrapped over 10,000-pound buckles made of 4130 chromoly steel, tumbled and finished in corrosion-resistant black, with an internal deflector stitched from 346 thread.

**Where:** 714.774.9444

[www.speedstrap.com](http://www.speedstrap.com)



### Dirt Claws

**Who:** Mickey Thompson Tires

**What:** Baja MTZ P3

**Why:** The new Mickey Thompson Baja MTZP3 is an incredible mud terrain tire that's been specially designed with a unique silica-reinforced tread compound for longer wear, enhanced wet weather capability, and superior cut and chip resistance. The Baja MTZP3 tread also features siped tread lugs with variable draft angles for better traction and stone ejection, and angled shoulder scallops with mud pocket scoops for better traction in mud and loose soil.

**Where:** 330.928.9092

[www.mickeythompson tires.com](http://www.mickeythompson tires.com)



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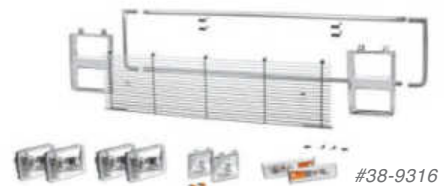


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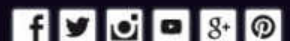
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## New Products



### Sunnies

**Who:** Nectar

**What:** Sunglasses

**Why:** A quality pair of shades can be the finishing touch when you are standing next to your custom truck. But a good pair of sunglasses can set you back some serious coin. Not so with Nectar. Classic designs meet up with durable materials and start at only \$20. Nectar also has an unheard-of lifetime warranty where they will repair or replace broken sunglasses for \$10! Many styles to choose from, with regular, polarized or even didymium lenses.

**Where:** 843.693.5339

[www.nectarsunglasses.com](http://www.nectarsunglasses.com)



### Gas It Up

**Who:** Classic Industries

**What:** '67-'81 GMC/Chevy Fuel Tank

**Why:** Get a quality, factory-spec replacement fuel tank for your GMC or Chevy project. Each fuel tank is manufactured to factory specifications, just like the originals, and features industry standard corrosion resistance. Hardware and mounting straps are available separately if needed. Each tank includes fuel sender lock ring, O-ring gasket, and filler neck (unless otherwise specified) for a complete installation. These fuel tanks mount inside the cab, vertically against the rear cab wall.

**Where:** 800.854.1280

[www.classicindustries.com](http://www.classicindustries.com)



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**IRON CROSS** **ULTRA**  
AUTOMOTIVE INC. MOTORSPORTS

*Gerald Martin*

**G**erald Martin comes from an artistic household, which got him interested in graphic design. He got into the truck rendering business much in the same way that many other artists did, by joining the Army right out of high school and becoming part of M1A1 Abrams Tank crew! After his service in the armed forces, he joined the 40-hour-per-week civilian workforce and did graphics work on the side till he was laid off and became a full-time freelancer doing children's murals, combat fighter nose art, flyer work, and anything he could find. Since then he started his own print shop called Revolution Printing in Houston, Texas, and will be debuting a mobile art gallery called Gasoline Gallery at Lone Star Throwdown. To view more of Gerald's work or to commission a rendering of your own, go to facebook.com/geraldmartinrenderings or his main site at www.workrag.com. 📧



*Gerald Martin*

This '16 Ford F-250 Super Duty is being built by Iron Cross Automotive and debuted at SEMA 2015. It features a BDS 8-inch lift with Fox reservoir shocks and will roll on 22x14 American Force wheels, with 37-inch Toyo MT Open Country tires. Since Iron Cross is at the helm of this build, they will be providing a set of their beefy bumpers, front and back, with one of their 22-inch lightbars set into the front bumper and two 6-inch light pods on either side. Custom paintwork is provided by industry vet Cole Stevens. This will be a full build, but will also showcase what can be done on a slight budget to show consumers that they can have a badass truck without having to mortgage their house to do it.

The '16 Nissan Titan is ripe for customizing and Gerald got with his good buddy Tyler Dale, of American Restoration fame, to map out what this project will look like. Tyler's company, Daily Grind Metal Fabrication, will be custom mandrel-bending the frame to achieve such a low profile, with Michigan Metalworks upper and lower tubular control arms and link bars. Viair 444 stealth black compressors will feed Slam Specialties 'bags through hardlines and be controlled by an AccuAir e-Level and AccuAir plug delete via Sadistic Iron Werks, with two 5-gallon Specialty Suspension seamless air tanks powdercoated flat white. Grant Kustoms will be providing a tailgate skin and roll pan to go with the bead rolled bed sides and raised bed floor. It will be able to tuck the 26-inch custom cut Ultra Platinum wheels while riding on Nitto tires. Since starting his own gig, Tyler wanted to show the truck-building world that he has the chops to build show-quality trucks and to pay homage to the mini-truck style that he so loves.



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# SHORT STEPPIN'

**F**or two summers Dylan Dirickson built a fence on his grandparents' land to save up enough cash to purchase his own truck that he had his eye on. In 2007, at the young age of 15, the '97 Silverado Stepside that he had been saving up for was purchased for \$4,300. At first the stock form truck did its job for Dylan, but as he started checking out *Truckin* magazine at the local newsstand, the gears started turning in his head to customize things. A set of 20-inch Boss 304s, a billet grille, and a small stereo system were bought and installed before he even had his driver's license. In 2011, with the aid of his grandfather, he fixed the truck back up with some subtle upgrades like new black carpet, a roll pan, and a GMC grille with billet insert.

After a mild build and using the truck as a commuter during his college years he began collecting parts. He purchased a set of 'bags and a used compressor with intentions of body dropping the truck on a weekend the week before Turkey Drag '14. Shortly after Jake McKiddie made him an offer he couldn't refuse on a set of billet wheels for the truck, which was soon laying body on 22-inch BAD wheels.

Now, Dylan is currently building a 5.3L LS-based motor for the truck with a small cam and stall converter. He is also doing some tune work and planning on shaving and re-tubbing everything under the hood during the motor swap. The 'bagged truck lifestyle has become a part of Dylan's livelihood, and he believes it's not about shows or who spends the most on their truck, it's about family, memories, and bonds that will last a lifetime. Since the truck has been body dropped, Dylan became a Petitioner for Severed Ties and has met some of the best people in the truck scene. He is now enjoying the brotherhood that the club provides its members. 📷

## Inside the Build

**Year/Make/Model:** 1997 Chevy C1500 Cheyenne

**Owner and City/State:** Dylan Dirickson; Elk City, Oklahoma

**Club Affiliation:** Severed Ties

### CHASSIS

**Front Suspension:** Slam 'bags RE7, ½-inch SMC valves, stock OEM spindles, body-dropped factory frame, MIG and TIG Z'd framehorns

**Rear Suspension:** Slam 'bags RE7, ½-inch SMC valves, ¾-inch stainless line, triangulated 4-link with wishbone, custom air tank, raised gas tank crossmember, 2x4 tubing, custom body mounts, Viar 444 chrome compressors

**Shocks:** Monroe

### DRIVETRAIN

**Engine:** (To be installed) 5.3L LS, 224/224/112 LSA Texas Speed cam, LS3 intake

**Transmission:** Chevy 4L60E with 3200 Texas Speed converter

### BODY

3-inch body drop, shaved third brake light, shaved antenna, cowl hood, shaved tailgate, raised Stepside fenders, shaved roll pan, GMC billet grille, tubbed the firewall for 22s, kept factory blower box underdash

### INTERIOR

B.A.D. Mauler steering wheel, dark red carpet, dark red leather bucket seats with diamond stitching.

### WHEELS & TIRES

**Wheels:** 22x8.5, 22x11 ; B.A.D Mauler

**Tires:** 255/30R22, 285/30R22; Nitto 555

**Special Thanks:** All the Severed Ties family, my girlfriend, Dean Bohrberg, Dusty Joe, Jarod Martin, Jake McKiddie, KillerWaxx of Kansas, SUB Ind.



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# 2018 Ford Ranger

Ford Has Change of Heart After Success of Colorado, Canyon



**I**t could be argued the last true mini-truck died with the 2011 Ford Ranger. From that point forward, Ford's official line was that it was going all F-Series for its future lineup. The midsize market would be a two-way oligopoly between the Toyota Tacoma and Nissan Frontier. Or so Dearborn thought. General Motors continued development on the Chevrolet Colorado for overseas markets, as did Ford for the Ranger, where it was effectively the F-150 in Asian and European markets. Unlike Ford, GM decided it wanted to take another crack at the midsize market. What we have in showrooms and on the road today is a result of that work. The right-sized Colorado that offers city-friendly utility and truck practicality without the bulk of a fullsize.

The trucks are flying off lots, with just a 15-day sell-through, compared to the industry average of 60. This unexpected success has not gone unnoticed by Dearborn, and indications are the company is considering bringing the Ranger back to the U.S. market within the next few years.

If the Ranger does return, don't expect it to look or feel anything like its predecessor. The next Ranger, if we do get it in the States, will undoubtedly be a midsize, along the lines of the Colorado, Tacoma, and Frontier. So we can pretty much count out the return of a true mini. Also, expect the price of entry to be at least in the low-\$20,000 range, possibly nudging up into the low \$40,000s for fully equipped models.

Those prices may sound ridiculous until you realize top-trim ½-tons are going for \$60,000 or more, and HDs are pushing into the \$80K range. So if you're hoping for a bargain-basement hauler, it's best to keep your aspirations limited to Craigslist.

So what can we expect in the new Ranger? Plenty of modern bells and whistles in the form of a Sync 3 touchscreen interface on higher-trim models, more efficient powertrains with payload and towing capabilities that were the domain of ½ tons not that long ago. The top-spec Aussie Ranger can tow a maximum of 7,700 pounds, more than enough for most boats, camper trailers, and watercrafts, or a couple of quads, dirt bikes, and side-by-sides.

Exact specs for the engine and transmission are speculative at this point, but expect an entry-level I-4 between 2.2 and 2.5 liters, probably producing around 180-200 hp and 185-190 lb-ft of torque. The next step up will probably be a naturally aspirated V-6. A good bet would be the 3.5-liter from the base F-150, which makes a respectable 283 hp and 255 lb-ft of torque. We have our fingers crossed for the top gasser option to be the 2.7L EcoBoost V-6, which cranks out a heady 325 hp and 375 lb-ft. Finally, there may be a diesel option. It could be the 3.2L I-5 currently offered in the global Ranger and U.S. Transit. However, considering Ford's aggressive engine downsizing, it's just as likely to be a power-dense I-4 matching the power and torque of the current 3.2-liter. Transmissions are likely to be an eight- or 10-speed automatic, and possibly a six-speed manual on the base I-4 models.

As is the trend for the midsize class, we're not expecting a regular cab in any form. The base truck will be an extended-cab with a 6-ish foot bed, with the majority of sales sure to be a crew cab with a 5-ish foot bed, with the longer bed an option.

Although we pine for the good ol' days of the four-figure mini-truck with crank windows, vinyl seats, and stick shift, that truck is not coming back, at least not from the usual sources. It may not be exactly as we remember it, but we're ready to welcome back the Ranger in any form it may come. 🚚



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**S**kyjacker Suspensions was out to show the custom truck world that when two like minds come together, a really cool and stylish truck can be made in a very short amount of time but still look complete and purpose-built. It helps to have a clear vision, a top-notch build team, and components that are made for the exact truck that they are being installed on. Starting out with a '15 Ford F-150 with that potent little 3.5L EcoBoost as a blank canvas, the folks at Skyjacker took only eight weeks to assemble this flamed-out, high-riding badass to match almost every aspect of Willie Robertson from *Duck Dynasty*. It's a little loud, it's a lot bold, and it certainly does not mince words.

That EcoBoost engine creates a whole lot of get-up-and-go on its own, but an Edge Programmer was added to give it just a little more power. All that power is nothing without control so bringing all

those horses to a stop is a custom brake kit from SSBC. The subtle yet striking red, orange, and yellow flames that flow right out of the engine bay and down the sides of the F-150 were laid down by James Stalling from Xtreme Graphics in Nacogdoches, Texas, and are meant to mimic Willie's favorite pair of flamed boots.

To give the truck the clearance it needed to go anywhere and get back again, a Skyjacker 6-inch lift kit was specifically designed for the '15 F-150, with strut spacers in the front, a one-piece heavy-duty ductile iron lift block, and U-bolt kit for the rear. Also included in the newly designed lift kit is a heavy-duty differential skidplate to help protect the undercarriage when on or off the trail. One thing that helped the overall look was the suspension that already came decked out in Skyjacker red, which really went well with the color scheme.



# Controlled Burn

At Home on  
the Street or  
the Trail





# Controlled Burn



## Inside the Build

**Owner and City/State:** Leroy McCurry Sr., West Monroe, LA  
**Year/Make/Model:** 2015 Ford F-150 EcoBoost

### CHASSIS

**Front Suspension:** Skyjacker 6-inch lift kit, front strut spacers

**Rear Suspension:** Skyjacker 6-inch lift kit and block, U-bolt kit

**Brakes:** SSBC custom kit

### DRIVETRAIN

**Engine:** 3.5L V-6 EcoBoost with Edge Programmer

### BODY

Fab Four front and rear bumper, Warn Zeon 12 winch, 30-inch Rigid Lightbar, curved 54-inch Rigid windshield lightbar with Rigid mounts, AMP Research retractable side steps, Bushwacker fender flares, Backbone headache rack

### INTERIOR

Custom black and red Katzkin seat covers, embroidered Skyjacker logo, Weather Tech floor liners front and rear, Garmin nüvi GPS

### WHEELS & TIRES

**Wheels:** 20-inch American Force Faceplate FP6, McGard wheel locks,

**Tires:** 35/12.5/20, Duck Commander Mud Terrain by Cooper Tires







Giving the '15 some added use and toughness come in the form of a pair of Fab Four bumpers with a 30-inch Rigid lightbar sitting above a Warn Zeon 12 winch in the front, and a 54-inch curved Rigid bar up on the roof. Bushwacker pocket-style fender flares jut out over the top of a foursome of 20-inch red American Force Faceplate FP6s with Duck Commander Mud Terrain rubber by Cooper Tires.

The interior started out as a standard Katzkin leather kit that was customized with red inserts to match the hot rod flames on the outside, with the Skyjacker logo sewn into the headrests. Interior work was also done at the Skyjacker main base, and that is why it was able to be done so fast.

Done up as a Ford Award Vehicle specifically for Willie, Skyjacker built this truck to be functional, tough as nails, and complementary to the belief systems that are shared by both.

"This ride highlights how you really can have it all when you customize your truck to fit your lifestyle," says Lonnie McCurry Sr., president of Skyjacker, "It can be a hot-looking ride with controlled stability, while being capable of all the on-road and off-road adventures you want and deserve."

Skyjacker was out to show that with a great starting point, putting the right components together, you can get a good-looking, functional truck with the control needed for off-road adventures while resting in comfortable styling. 🇺🇸







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BY **GRANT COX**  
PHOTOGRAPHY: **GRANT COX**

**F**or Nathan McGregor, the custom truck scene has been a part of his life for over 22 years. His diverse history of trucks has allowed him to build anything from a bodied Chevy short wheelbase dualie to a bodied Toyota Tacoma to even a body-dropped Astro van. Rolling around with his second family, Negative Camber, Nathan has been given some sweet nicknames in the truck world, such as "Stewart" or even "Angry Stewart" given to him by the late Courtney Halowell.

Nathan felt it was time to get back into a new custom truck, but wanted something different from what he has owned in the past. Since the '07-'13 GMT-900 body style was introduced, Nathan could tell it was going to be in his garage at some point.

In 2013, Ike Ray from Council Hill, Oklahoma,







# **1,800 Miles and Running**

Going that extra distance to get her back home.







# 1,800 Miles and Running

introduced his latest flamed creation, a '07 Chevy Silverado body dropped on 26-inch Racelines with flames that started at the bottom of the lower front fender and ended back on the bedside. Once Nathan saw Ike's Chevy he immediately fell in love with his truck. After the truck went to several car shows in the Midwest Ike decided to see what the truck could bring in, since he was getting such good feedback. This gave Nathan the opportunity to own his truck and keep it in the Negative Camber family. As fate would have it, timing was not on his side and the truck was sold off to a new owner in California.

After hearing the truck had a new home, Nathan felt

like this was the one that slipped through his fingers. To his surprise, after a year of soaking up some sun on the West Coast the current owner, Steve Yeager Jr. (yes, son of Steve Yeager from Dodgers fame), decided he wasn't able to give the truck the road and show time it truly deserved. He decided it was time to let her go off to a new owner who would be able to give the truck the needed attention. News got to Nathan that he would have a second chance to own Ike's old truck. Without hesitation, a phone call was made to Steve to make plans to go to California to pick it up.

With Nathan's good friend Jeff Phiffer, plane tickets were





# 1,800 Miles and Running



purchased with the plan to drive the truck back home to return it to its Negative Camber family in Collierville, Tennessee. The 1,800-mile drive was a long stretch, but the truck was made to be driven, and he was going to do just that. With a self-induced caffeine and sugar high along with a few crazy shenanigans, the nonstop trip had landed them back home without a single issue.

Plans are in place for the truck to go under the knife once again for a few unique changes. The newly designed truck will be brought back out later this year. Until then, Nathan will be cruising the show circuit with the truck in its current form. Now that there is another body-dropped truck sitting in his garage, Nathan is sure glad to be back into the hobby he loves. 📷

## Inside the Build

**Year/Make/Model:** 2007 Chevrolet Silverado

**Owner and City/State:** Nathan McGregor; Collierville, TN

**Club Affiliation:** Negative Camber

### CHASIS

**Front Suspension:** Ekstensive lower control arms, re-tapered stock spindles, 2,600-pound airlift 'bags

**Rear Suspension:** Wishbone 3-link, axle narrowed 8 inches, Firestone F9000 sleeve 'bags

**Other:** SMC 3/4-inch valves, 5-gallon tank, 3/8-inch line, Camozzi nickel plated fittings, 480 dual pack Viair compressors, AZ digital gauges, 21-gallon fuel cell behind axle, raised bed floor, engine lowered 2 inches, extended wiring harness to relocated fuse block (by Gary Gilliland), custom-built two-piece driveshaft, 3x4-inch rectangle tubing used under the cab for the body drop, redrilled axles and rear rotors to complete rear 5-lug conversion, by Jake McKiddie at Phat Phabrikationz (Oklahoma City, OK)

### ENGINE

5.3L LS, Hedman shorty headers, 3-inch exhaust, MagnaFlow muffler, LS2 intake, cold air intake

### BODY

Shaved handles, tailgate handle, top of tailgate, third brake light, roll pan, bed tops and stake pockets, and gas tank filler door, clear glass all the way around, pop-up gas cap in bed, tinted bedliner, basecoat and clear (House of Kolor), all by Ike Ray and Kyle Jones, flames by Cole Stevens

### INTERIOR

Katzkin leather by Curtis Enchos, leather wrapping by Don Aldridge, door pods and center console by David Adams at Kicker Audio

**Stereo:** iPad used as a head unit; Kicker IX 400.4, IX 1000.1, two CRT 12s under back seat in custom-made enclosure, and four RS 6.5s in doors; installed by David Adams at Kicker Audio (Stillwater, OK)

### WHEELS & TIRES

**Wheels:** 26x10, Raceline Static

**Tires:** 265/30R26, Versatyre TRX-5000

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**F**ord's new beer can-bodied F-150 was hands-down one of the stars of last fall's SEMA Show—the automotive aftermarket industry's annual smorgasbord of all things new and exciting. A.R.E. Accessories, the Ohio-based manufacturer of truck caps, tonneau covers, and other cargo management accessories, had one of the more distinctive and expressive takes on the new F-150. Dubbed the Extreme Sports project truck, their

lifted Platinum 4x4 Super Crew exuded all the current attributes in modern off-road trucks, along with a blend of excursion-ready capability matched with show-winning aesthetics.

Like many companies' SEMA vehicles, the Extreme Sports F-150 was built to showcase the latest products and in that regard its highlight was A.R.E.'s new version of the Toolmaster HD cap featuring a strength-enhancing skeletal structure that supports an integral roof rack capable

of carrying way more than a traditional cap. There are GoPro cameras mounted on the rack, along with plenty of auxiliary lighting, ensuring that no matter where the truck goes, there will be plenty of candlepower to record the adventure in HD.

And while the truck belongs to A.R.E. Accessories, its progressive design and build were the responsibility of Trent VanArsdalen, of Trent's Truck Upholstery, in Baltimore, Ohio. It's the fifth truck that Trent has

collaborated on with A.R.E., who gave him total (make that *nearly* total) creative license with the F-150. "It was about 90 percent creative freedom," says VanArsdalen. "A.R.E. came to me with certain ideas and must-haves for the project, but after that, they pretty much cut me loose to develop the truck as I envisioned it. We've established a great relationship with all the project vehicles we've done, so they know what to expect from me and trust my judgment."

# Aluminum Inspiration

## A.R.E.'s Extreme Sports 2015 Ford F-150







## Inside the Build

**Year/Make/Model:** 2015 Ford F-150

**Owner and City/State:** A.R.E. Accessories; Massillon, Ohio

### CHASSIS

**Suspension:** Stock-type front independent coil-on-shock with double wishbones and solid rear axle with leaf springs; Skyjacker 6-inch lift kit installed by Mark Boyden and Mike Saunders of TTU, King off-road shocks, Hellwig load and sway control, AirLift LoadLifter air springs, ARB diff cooler and air compressor

**Brakes:** Ford four-wheel disc with 13.8-inch front and 13.2-inch rear rotors

### DRIVETRAIN

**Engine:** Ford 5.0L TiVCT DOHC V-8 rated at 385 hp/387 lb-ft of torque; aluminum block and heads; sequential port fuel injection; E85 capable

**Transmission:** Ford SelectShift six-speed automatic

**Rearend:** Ford 9.75-inch

**Exhaust:** Corsa Performance 3-inch stainless steel

**Differential:** Ford electronic locker with 3.55 ratio

### BODY

A.R.E. Toolmaster HD cap with integral roof rack incorporating Rigid Industries

LED lighting, GoPro cameras, and mounts and spare tire; custom grille inserts by Trent's Trick Upholstery; modified Fab Fours bumpers front and rear bumpers with custom stainless steel front vent covers; Rigid Industries LED lighting in and beneath the front bumper; rear step covers with stainless mesh inserts; Bushwacker fender flares affixed with Devil Accessory fasteners; Plain and Simple headlamps and taillights; Monster Hook hitch hook; BOLT hitch lock; custom two-tone with graphics by Aaron Lynch, of Lynch Concept

### INTERIOR

Designed and installed by Trent's Trick Upholstery, custom stainless steel door/center console instrument panel inserts, installed with solid rivets, blue leather seat inserts; multipurpose inner tubes used as a rack to suspend helmets and for emergency bike tire repairs, custom-fabricated GoPro charging system, K2 Extreme coolers, 110V charging system, Pickup Vault bed storage, custom LED lighting and diamond-plate cap walls

**Stereo:** Kicker audio equipment with 5-channel amp integrated into the factory stereo system, inverted speaker pods with custom, perforated blue leather trim

### WHEELS & TIRES

**Wheels:** 20x10, DUB Monster Energy 6-spoke wheels with custom paint accents by Lynch Concepts

**Tires:** 37x13.50R20, Toyo Open Country M/T



The display helmets displayed behind the cap's lift-up side glass are a perfect example. Showing them was a must for A.R.E., and they figured it could be done with mannequin heads. VanArsdalen had a different idea: suspend them from inner tubes. "I had always wanted to use inner tubes in a build and this was the perfect opportunity," he says. "At first, they thought I was nuts, so I demonstrated it with rubber bands and ball bearings. They were still a little dubious about it, but said they trusted me, and in the end, it worked great."

The display helmets are just a few elements of a fully stocked cargo bed that includes toys for just about every outdoor activity you can think of—and they're mounted on a couple of custom-trimmed PickupVault bed lockers designed to house truly valuable items and other things that needn't be seen by prying eyes.

VanArsdalen says the F-150's unique body material influenced the creative direction for the truck, too, which is manifested in the "mechanical wilderness" motif seen in custom stainless steel trim and accent pieces on the exterior and interior. The pattern is picked up in painted accents on the tailgate, hood, and some of the suspension components, too.

"They're modern-looking accents for the most modern and technologically advanced of new trucks," he says. "The same goes for the color scheme, which really accentuates the high-tech aura of the 2015 F-150."

"Trent knocked it out of the park again for us," said Andy Clutter, A.R.E.'s marketing manager. "This truck really conveys functional beauty. It sacrifices nothing in capability, while making a dramatic statement in contemporary truck styling." We aren't the only ones who agree. The truck nabbed one of the coveted Mothers Choice awards at the SEMA Show and only slightly less attention than Elvis would have generated had he strolled through the Ford display.

Of course, there are tons more to the truck than we have room to describe here. It's got a Skyjacker suspension, huge DUB wheels, a Kicker sound system, and so on. You can get the download from Inside the Build section, but for us the bottom line is presence. This truck has it in spades, and we look forward to more customized interpretations of the new F-150—but they have a tall hurdle to clear. A.R.E. and Trent VanArsdalen have set a high benchmark. 📺





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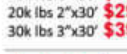
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## A LONG “RUN” FROM DREAM TO REALITY

**B**uilding the ultimate custom truck takes a lot of time, effort, and pure dedication—especially for those who do most of the build themselves. For Mark Ratkovic of Alberta, Canada, that timeline has run through three winters now and as he shared with us, still continues on (since nothing is ever really finished, right?). But as they say, good things do come with time and this truly radical '90 Toyota 4Runner is certainly putting new standards to that claim.

Having purchased the SUV for just \$2,000 in 2012, Mark has transformed this ride from his daily to a full-on custom showstopper, and he's still not 100 percent finished with the plans he has in store for this wild build. Just like his previous

builds, which include a '90 Mazda B2200, a '89 Ford Ranger, and numerous VWs, this Toyota is well on the path to excellence, but he's stopped for a breather to complete the build in its current form.

What really makes this 4Runner so killer is undoubtedly the pavement-scraping stance, which comes from the combination of the body being channeled 2.5 inches (compliments of the previous owner), Air Lift Dominator 2 'bags on all four corners, and 18-inch Dcenti wheels that tuck up oh-so nicely into the fenderwells. Of course, the fiberglass hood, which gives the front fenders more of a rolled-in appearance and doubles as the inner fenderwells up front, helps add to the already mean look of Mark's pride and joy.





In addition to the fiberglass hood, other custom body modifications done by Speedy Collision give the truck defining flair, including the shaved cowl, rear bumper delete, and the massive 3x6-foot sliding ragtop, one of Mark's favorite modifications of the build. Glowing from the light let in by the giant ragtop, red vinyl race seats act as driver and passenger havens behind a painted red dashboard and a custom wrapped billet steering wheel. Between the seats sits a custom-built center console, which houses not only the window switches and cupholders, but also the AccuAir air management controller. Adding to the appeal of the interior is the full JL Audio stereo system, complete with onboard DVD player.

Originally equipped with a four-cylinder engine, the 4Runner now boasts a 4.7L '00 Toyota 2UZ-FE V-8 backed by a 4Runner driveshaft with the Tundra yolk, and an automatic transmission. It was actually the transmission behind the four-banger originally going out that prompted the engine swap and the full rebuild of the truck. With so much work put into the build by Mark in his own garage over the last three years, this one definitely holds a special place in Mark's long list of accomplishments.

As Mark told us, a build of this magnitude would not be possible without his understanding wife, Patricia, and the kids being patient with him while he was working in the garage, along with his fellow members of Forbidden Fantasy to help give him the drive and much needed push to get the truck finished and on the road. Though no project is ever completely done, Mark's 4Runner will soon be as close to done as it's ever going to be. And you can guarantee when that day comes, there will be no stopping it from hitting the winner's circle at shows all across the country! 🇺🇸



## Inside the Build

**Year Make Model:** 1990 Toyota 4Runner

**Owner and City/State:** Mark Ratkovic from Red Deer, Alberta, Canada

**Club Affiliation:** Forbidden Fantasy

### CHASSIS

**Front suspension:** Air Lift Dominator 2 'bags, Monroe shocks, KBS upper and lower tubular control arms, AccuAir management

**Rear suspension:** Homebuilt triangulated 4-link with 'bags on lower bars, Air Lift Dominator 2 'bags, Monroe shocks, AccuAir management

### DRIVETRAIN

**Engine:** 4.7L 2000 2UZ-FE V-8, wire tuck, Optima Yellow battery, wrapped and modified stock headers, custom 2.5-inch exhaust with MagnaFlow mufflers

### BODY

Channeled 2.5 inches, billet grille, rear bumper deleted, shaved cowl, firewall, and wipers, fiberglassed hood, 3x6 sliding ragtop; bodywork and black paint done by Wayne Murray of Speedy Collision

### INTERIOR

Vinyl red racing seats, painted dash, red carpet, wrapped billet steering wheel, custom center console with cupholders, window switches, and AccuAir controller

**Stereo:** MDF subwoofer enclosure, JL JX 360/4 and two JL JX 1000/1D amps, four JL 10-inch WXV2 subs, JL 6 ½-inch component speakers in front doors, DVD player

### WHEELS & TIRES

**Wheels:** 18x8.5, Dcenti

**Tires:** 215/35/R18, Durun Sport One

**Special Thanks** From Owner: Steve Woodward at BagBarn.com, Wayne Murray at Speedy Collision, "My wife, family, and club for the support and push to get it finished."





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# Two-Plus-Two Truckin'

**T**here comes a time in most peoples' lives when they reassess their path in the interest of growth. It usually comes at a crossroads: getting married, having kids, buying a house, or merely realizing one's own mortality inspires people to alter their course. These corrections on this road called life usually spell the end of pursuits began in adolescence, cars and trucks for example, but people sacrifice one thing to make another part of their lives better.

Then, there's the rest of us. Trucks don't exactly accommodate a wife and a

couple kids but leaving the truck world wasn't an option for Rick Severson; he's a lifer (his parents were hobby builders). In fact, he liked it so much he bought the company, to paraphrase Victor Kiam (the electric-shaver guy if you're not old enough to feel your mortality yet). Specifically he started Chevy Metal, an outfit that supplies parts for '60-'87 pickups. So selling anything on wheels is pretty much selling out.

But that doesn't mean he couldn't change the things around him. In this case he adapted to the C10's more domestic cousin, the Blazer. "I

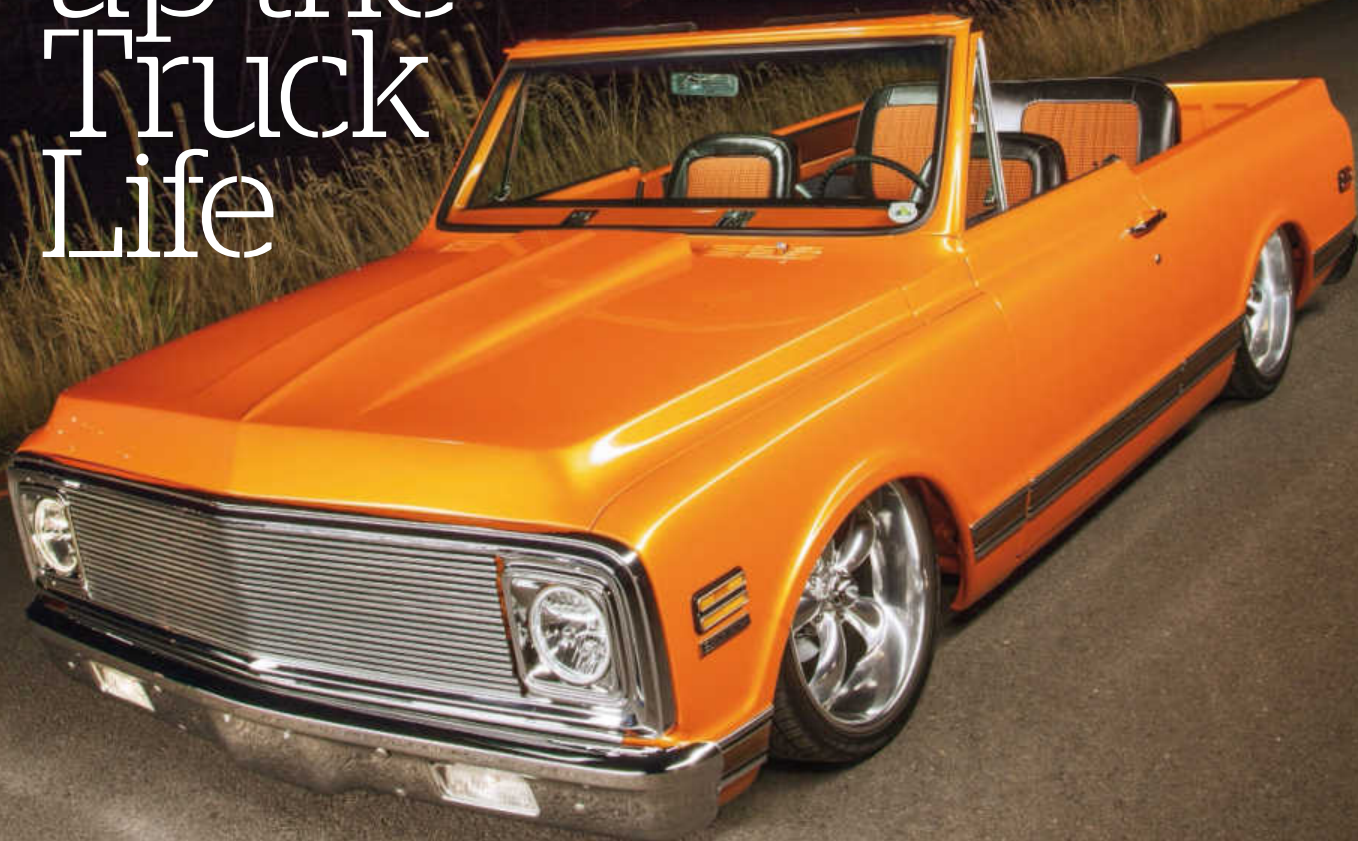
bought this one as a running project," Rick begins. Then he transformed it into a rolling business card for his shop.

He extracted the chassis and hired Old Iron Classics in Vancouver, Washington, to C-notch the rear and remount the 12-bolt rear axle with a stainless four-link setup. Rick ditched the stamped control arms for a set of RideTech's StrongArms and the knuckles for a pair of Belltech's dropped version. Both ends wear GM discs. Naturally the truck rides on air. Two Viair compressors, RideTech Big Red valves, and half-inch line feed Firestone springs. Before he fully

reassembled the chassis, Rick sent everything to Vancouver Powder Coating for finishing.

Severson knows little about the oval-port 402 that powers the truck largely because a rebuild just prior to his ownership made it run good enough to leave alone. He did, however, top it with a Holley Street Dominator carburetor on a Performance Products manifold. Hedman headers feed 2½-inch pipes that Old Iron built with 40-series Flowmaster mufflers. The pipes pass a TH400 assembled by Vancouver's Alan Bragg. Portland's Driveline Service built the driveshaft.

## Giving up the Truck Life





# Two-Plus-Two Truckin'



Just because the body remains basically stock doesn't mean there isn't a ton of work in it. Its resurrection meant dipping into his catalog of parts, among them a Key Parts Tri Plus hood. Friend Tim Proffer shaved the badges and tailgate trim and Severson filled a few seams and relocated the filler behind the side marker. He replaced the grille insert with 8mm billet bars.

The body wears Lesonal's interpretation of Lamborghini Arancio Atlas. Severson's buddy, painter Kevin Dehut, shot it then cut and buffed the finish. "I have painted many cars but this tri-stage paint is so expensive that it wasn't in the budget to do it twice," Rick admits. "He takes pride in this project, and it's great to have friends who will help out when you need it."









# Two-Plus-Two Truckin'

## Inside the Build

### Year/Make/Model:

1972 Chevrolet Blazer

### Owner and City/State:

Rick and Kerin Severson; Vancouver, WA

## CHASSIS

**Front Suspension:** RideTech StrongArms, Belltech dropped knuckles, stainless four-link by Old Air Iron Classics (Vancouver, WA), OEM GM disc front

**Rear Suspension:** RideTech air springs and dampers, Cadillac conversion

## DRIVETRAIN

Chevrolet 402 with a Holley Street Dominator on a Professional Products manifold, Hedman headers with 2½ Flowmaster system by Old Iron Classics, GM TH400 by Alan Bragg with shift kit, aluminum pan, and braided lines.

## BODY

Filled seams and shaved badges and tailgate trim, Tri-Plus hood, billet grille, tri-stage Lesonal paint by Kevin Dehut, Vancouver (Arancio Atlas)

## INTERIOR

All seat covers, panels made from reproduction materials by Lois Severson, GM Sport Wheel, Auto Custom Carpet kit

**Stereo:** Sony Xplōd CDX GT630UI head unit, XM-554Z amplifier, 6.5-inch component set (front staging), 6x9 coaxial, and 12-inch subwoofers

## WHEELS & TIRES

**Wheels:** 20x8.5 with 4.75-inch backspace; 20x10 with 5.5-inch backspace, Coys Equipped C5

**Tires:** 245/35ZR20; 275/35ZR20, Hankook Ventus V4

### Special Thanks:

Kevin Dehut for helping build it, Lois for trimming it and fabricating boxes and panels, Gen and Lil for detailing and show prep, and most of all Kerin for understanding.



This Blazer is more than a means for Severson to shuttle his family around; it's also a means to bond with his family. His dad, Russell, a retired sheetmetal worker and veteran car builder, dusted off his tools to build various structures like the box around the air tank. His mom, Lois, also a builder in her own right, trimmed the interior. And that's not just a straight install, either; she scratch-made interior pieces to trim the side panels and enclosure. These panels showcase the various Sony Xplōd components like the XM-554Z 600-Watt amplifier, 6.5-inch coaxial speakers, 6x9s, and two 12-inch subwoofers.

Rick's stepdaughters, Gen and Lil, even got in on the act by pitching in on the often-unheralded work like cleaning and detailing before shows and in this case before this shoot. "Now they both want cool cars when their time to drive comes," he says. And they'll likely have something exceptional if only so he can pay back their mother, Kerin. "I can't thank her enough for the patience it takes to see these kinds of projects through," he says. "She never complains about time in the shop—that kind of support is awesome!

"Being in the business of selling truck parts definitely saved me few bucks," Rick says. "But the help of family and friends, I'm happy to have built an affordable rig with just the right amount of eyeball. It's not a budget buster, and it's not one of those kinds of rigs you're afraid to drive.

"It seems like someone always has one that's lower or faster or cooler," he continues. "But I built this with the help of some great people. And I'm proud of the results." 📸





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A Trio of Truck Performance Parts From Roush Yates Engines

# From NASCAR to Your Truck

**I**f you have watched a NASCAR race in the last decade you have seen their work. Roush Yates Racing Engines began as a partnership several years ago between notable Ford team owners Robert Yates and Jack Roush with an objective to combine assets and build championship-winning engines for both their teams. Today, Roush Yates produces every Ford engine for teams racing in NASCAR's Sprint Cup Series. Under the guidance of company president Doug Yates, it has won championships—most recently with Brad Keselowski—and at least 100 races in both NASCAR's Sprint Cup and Xfinity Series. Of course, that's what the company is famous for. What fewer people know is that Roush Yates also builds the EcoBoost race engines that power the Ford prototype cars

to great success in the IMSA United SportsCar Series.

Recently, Roush Yates decided to branch out into street performance under the Roush Yates Performance Products banner. The road map they have sketched out is to partner with established companies in a particular area and contribute their engineering expertise to codevelop components that perform to their high standards. It is a unique plan, but it already seems to be paying off. Roush Yates has partnered with JMS Chip and Performance to create the Roush Yates by JMS BoostMAX and PedalMAX. These products piggy-back onto a vehicle's computer system to increase boost pressure in EcoBoost engines (BoostMAX) or increase throttle sensitivity (PedalMAX). These are especially interesting

because of the company's extensive experience racing the EcoBoost engine. On the suspension side of things, Roush Yates has partnered with Hellwig to create a line of ultrahigh-quality sway bars.

We wanted to get a closer look at all three, so we paid a visit to the Roush Yates Performance Products Installation Center when installers Jeff "Jr." Paxton and Sean Irvan were working on a new '15 Ford F-150 powered by a 2.7L turbocharged EcoBoost engine. The Roush Yates by JMS BoostMAX is an electronic control system that can increase the boost pressure on EcoBoost engines. We were told the unit for the 2.7L EcoBoost can raise the boost pressure by as much as 5 psi and increase the horsepower by 40 or more. The Roush Yates by JMS PedalMAX unit, meanwhile, improves on the drive-by-wire stock throttle

system by taking out the lag and making it feel much more responsive. Both work by piggybacking a control module on the stock electronics to modify the signal to either the turbo or throttle controls. It is an impressive system because it doesn't make any changes to the computer, so it doesn't affect the warranty. There is no cutting or splicing of wires, the simple plug-and-play system just connects to the existing wiring harness. Both the BoostMAX and the PedalMAX are pretty stealth and can be installed in about an hour. The BoostMAX units work with all of Ford's different EcoBoost engines. The PedalMAX system, however, isn't limited to just EcoBoost engines. It will work with all Ford vehicles from the 2011 model year on up. So follow along below and check out the Roush Yates website to see what's available for your F-150. 📺

**1. We threw all three of Roush Yates Performance Products' new upgrades at this '15 Ford F-150, and not only did we get a truck that's much more fun to drive, but the dyno also shows an improvement of 42 additional horsepower.**



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**2.**


**2.** Even though the V-6 is shorter than the usual V-8, the F-150's cab-forward design still puts much of the engine "under glass." Thankfully, Roush Yates by JMS's BoostMAX unit can provide a significant horsepower increase without making any modifications to the engine itself.

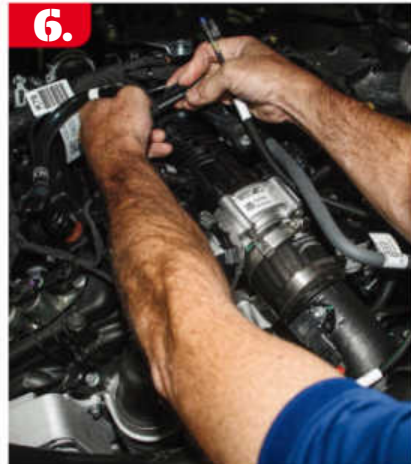
**3.**


**3.** The BoostMAX control module and wiring harness is on the left. It also includes a control knob, which is on the upper right-hand side of this photo. In the center is the PedalMAX control module and wiring harness.

**4.**


**4.** Step one is to connect the BoostMAX control module to the wiring harness. The control module is separate so if it is ever damaged or starts giving problems, it can be removed easily and sent for repair. It uses a multi-pin connector, and a secure connection is maintained thanks to two screws. Roush Yates even includes the correct-size screwdriver in the kit.

**5.** After disconnecting the ground to the battery to kill the electrical system, Roush Yates' Jeff "Jr." Paxton pulls the engine cover to reveal the MAP (manifold absolute pressure) and TIP (turbo inlet pressure) sensors. This is the TIP sensor you see on the air inlet tube just in front of the throttle body.


**6.**


**6.** The BoostMAX wiring harness is clearly labeled with the plugs that go to the MAP and TIP sensors. There are two plugs for each—a male and a female—and they splice into the stock wiring between the sensor and the OEM plug. Here, Paxton plugs the wiring harness in between the MAP and TIP sensors.

**7.**


**7.** Here, you can see the two plugs for the TIP portion of the BoostMAX wiring harness "spliced" between the TIP sensor and the OE plug.

**8.** The MAP sensor is located on top of the V-6 EcoBoost engine's black plastic manifold. Here, the BoostMAX plugs have already been clicked into place and the wiring harness secured with a few zip ties. Notice how the BoostMAX wiring harness blends right in with the OE wiring to remain super stealth.


**8.**
**9.**


**9.** The wiring harness is long enough to allow you several mounting options for the BoostMAX control module, but Paxton prefers to use a couple strips of double-sided tape to mount it to the side of the engine compartment on the driver side just in front of the firewall.



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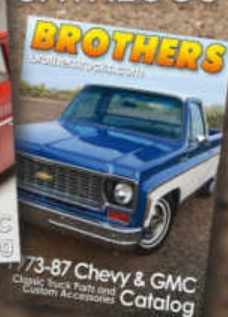
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**10.**


**10.** The last piece of the BoostMAX wiring harness is this four-pin connector for the boost control knob. It routes to the interior behind the dash and goes through a grommetted hole in the firewall into the interior of the truck.

**11.** You can see the hole in the firewall Ford uses to pass the wiring harness through to the cab. The wiring for the boost control knob is narrow, so as you can see, it can pass through too without causing any problem.

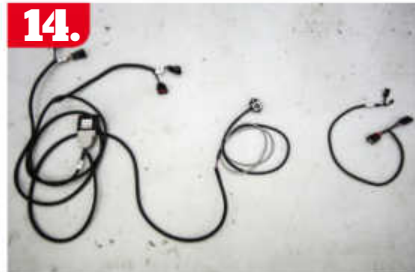
**11.**

**12.**


**12.** The additional boost provided by the BoostMAX can be set by this control knob. The zero setting essentially turns the BoostMAX off and returns the EcoBoost to OEM settings. On the other end of the range, the "100" setting, or 100 percent, pumps five additional pounds of boost to the combustion chambers, which is usually worth over 50 hp at the rear wheels. If you are operating at full additional boost, 93-octane gasoline is a must. A good mounting option is to use one of the fasteners that holds the OBD-II plug in place to also bolt up the control knob. This keeps it in easy reach yet out of sight.

**13.**


**13.** The PedalMAX system makes the truck more fun to drive by cutting the throttle lag inherent in Ford's drive-by-wire system. Like the BoostMAX, it is a plug-and-play system with a removable control module. While the BoostMAX is designed exclusively for EcoBoost engines, the PedalMAX system will work with any Ford engine from 2011 on up.

**14.**


**14.** It can be a bit difficult to understand how the harness works and where everything plugs when mating the two systems, so we thought it would be easier with a couple photos. On the left is the wiring harness for the BoostMAX. You can see how the four-pin plug connects to the boost control knob in the center. If you are using just the BoostMAX system, that's all there is to it. The harness for the PedalMAX is on the right.

**15.**


**15.** Pairing the PedalMAX harness to the BoostMAX is simple. First, unplug the boost control knob and plug in the four-pin plug from the PedalMAX harness. The PedalMAX harness has a second four-pin plug for the boost control knob, and it has already been plugged in as you can see. The two larger plugs that are open are to splice the unit into the OEM electronic throttle controls. The last four-pin plug you see (near the control module) is for an included chip that dials back some of the aggressiveness of the PedalMAX. Paxton says that his customers never use the chip, instead preferring the full-go feel provided by the PedalMAX system.

**16.**


**16.** The throttle has an accelerator pedal position sensor above the pedal bracket. Here, the connector has been unplugged from the sensor and the PedalMAX wiring harness has been plugged up in between. The control module has been zip tied out of the way behind the dash.

**17.**


**17.** The installation of both the BoostMAX and PedalMAX units took about an hour, and Paxton moves on to install a set of Roush Yates by Hellwig sway bars designed expressly for Ford's new F-150.



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**18.**


**18.** The F-150 does not include a rear sway bar, so Roush Yates and Hellwig have done all the engineering to design a kit that bolts up without any cutting or welding on your truck necessary, and includes everything you will need right down to grease for the bushings.

**19.**


**19.** To keep you from having to cut and weld attachment points to the frame of the truck, they have come up with a pretty neat method for mounting the clevis. This threaded plate has a length of stiff wire tack welded to it so you can slide it through a hole in the frame and position it in the proper position for bolting up the clevis.

**23.** Loosely attach the endlinks to the clevis that was installed on the framerrail earlier

**24.** Finally, attach the ends of the sway bar to the endlinks. The Roush Yates by Hellwig bars feature a level of adjustability not found in many sway bars on the market. Start by bolting the endlinks to the center holes. If you want the bar to act stiffer (like a larger diameter bar), move the attachment point to the inner hole. If you want it softer, move to the outer hole.

**23.**

**24.**


**26.** Up front the Ford already has a sway bar, although a bit too small and flexible for real performance driving in our opinion. The first step is to remove the cover that sits just behind the crossmember directly underneath the transmission and sway bar.

**26.**

**20.**


**20.** Use the wire to hold the threaded plate in position while you thread in the clevis with a 1/2-inch bolt. Once the bolt is torqued to 50 ft-lb, bend the wire back and forth until it breaks free.

**21.**


**21.** Use the included grease to lubricate the bushings and install both on the sway bar, along with the saddle brackets, as far outboard as possible.

**22.**


**22.** Attach the U-bolts over the rear axle making sure they are under any brake lines, wires, or hoses on the axle because those can be crushed when the U-bolts are tightened.

**25.**


**25.** Finally, the truck is put back down on the ground so that the suspension is sitting at ride height before tightening all the fasteners to the torque values supplied in the instructions.

**27.**


**27.** Removing the stock front sway bar is relatively straightforward. The first step is to unbolt both sides of the bar from the endlinks. Unlike the rear of the truck where the endlinks hang down from the frame, here they extend up from the lower control arms and the bar slides right off the top.



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**28.** Next, remove the two nuts holding the saddle brackets to the frame on each side, and the sway bar drops right out.



**29.** Here, you can see the difference in beefiness between the stock bar (black) and the Roush Yates by Hellwig bar (blue). The new bar is a single piece of heat-treated, high-strength steel tubing, which should provide consistent performance for years.



**30.** Make sure to coat both sides of the included rubber bushings with the provided grease to prevent squeaks. The kit also includes new saddle brackets.



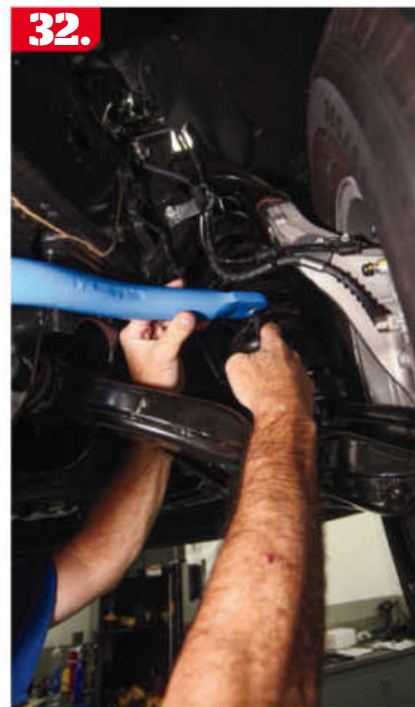
**31.** Paxton and Irvan bolt up the saddle brackets to the frame in the OE location.



**33.** Finally, the kit also includes a pair of collars that connect to the sway bar just to the inside of both bushings. These collars keep the bar centered and help improve consistency from turn to turn. Although we are still running the stock shocks and springs, both the front and rear sway bars will work quite well if the truck is lowered or lifted as future upgrades are made.



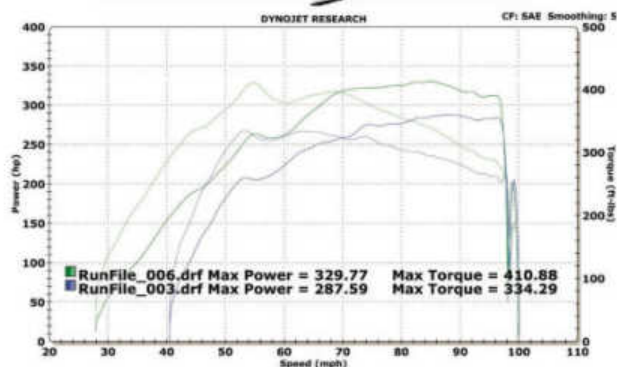
**34.** Paxton had already made a baseline run with the truck on Roush Yates Products' chassis dyno, and as soon as we finished the install we took it right back to the dyno to test the results of the BoostMAX unit.



**32.** The new, bigger bar simply drops right over the endlinks. Use the original hardware to secure the ends to the links.

**35.**

**ROUSH YATES**



**35.** With five additional pounds of boost we saw improved power all the way across the board with peak increases of 42 hp and a very impressive 76 lb-ft of torque. That's definitely something that we'll feel from the driver seat!



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# Living the High Life

## ReadyLIFT Installs a 7-inch Kit on the New F-150



**W**hen sizing up a brand-new four-wheel-drive truck, a few questions can arise. Should it be lifted? How high? It seems natural to add a few inches of altitude to a truck that already has the capability to drive over just about anything that a concrete jungle has to offer. When raised up, say 7 inches, most obstacles become little more than speed bumps when teamed up with the right lift kit.

The right lift kit also then has to be assessed. Does the company have a solid reputation for making high-quality kits that were designed specifically for your truck? Does the kit look like

it's constructed of top-quality steel to make for a rock solid platform that will give years of reliability and confidence when out in the wild having fun? We got a hold of a new '15 Ford F-150 XLT Crew Cab and went to ReadyLIFT to get those questions answered.

We wanted to take this untouched '15 and give it a larger presence out on the road by installing a 7-inch lift kit from ReadyLIFT at their Southern California headquarters and R&D garage. Their capable crew was able to install this kit in the recommended time, without even breaking a sweat. It helps to have the guys who designed the kit right there bolting it up, making this install a breeze.

While this kit does add a significant amount of lift, it is designed to maintain the factory ride, factory suspension setup, and steering geometry. With its no-weld design, this kit is a direct bolt-on installation that includes beefy cast-iron nodular steering knuckles, a patent-pending rack-and-pinion steering drop correction system, and an integrated differential drop bracket system to ensure correct CV axle angles. Most importantly, this kit is designed to keep the stock tie-rod ends, so that there's no problem aligning the truck in the future. Plus, there is no need to shorten the steering rods, which keep the stock steering radius. Included in

the kit is a set of ReadyLIFT SST3000 rear shocks to really make it all inclusive.

Before the lift, this factory-fresh F-150 drove just fine, but felt a little lacking in the attitude department. Once we had it properly raised up we had a noticeable increase in driver enjoyment, a general feeling of height envy from every other stock-height truck that crossed our path, and the feeling that no obstacle could stand in our way.

Watch as we install this ReadyLIFT 7-inch lift kit on our '15 Ford F-150 and install a set of 37/12.5R20 Nitto Trail Grapplers mounted to 20x10 BMF SOTA wheels. 📺

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**1.** First off we removed all four wheels, as we would be working in and around those areas when we attacked the front and rear suspension. We also disconnected the battery, not because we were doing anything electrical—it's always a good idea to do that.



**2.** It was then time to remove the tie-rod ends, which we buzzed out with our larger air-powered impact wrench using a 21mm socket. After the nut was removed, we had to use a dead blow hammer to dislodge it from its home in the knuckle.





**3.** Next, we removed the brake caliper by unbolting the anchor bracket bolts using our pneumatic wrench with a 21mm socket, and hooked the caliper to the frame. The boys at ReadyLIFT have constructed some heavy-duty brake caliper hooks using a leaf-spring U-bolt that had been cut and welded back together. Pro Tip: Go get some junk U-bolts and do this, you'll thank ReadyLIFT later.



**6.** Turning our attention to removing the lower control arm, we removed the sway bar endlink and the sway bar itself, then removed the strut bolts from the lower control arm, and let the arm swing down. Using a 21mm socket, we removed the control arm and set it aside to be reused.



**9.** We marked off the rear lower control arm frame pocket with a silver Magic Marker, and got out our some cutting tools. Our installer Mike chose to use a combination of grinding wheel and Sawzall to lop off the unneeded metal.



**11.** We decided to do some of the heavy lifting first and installed the front crossmember using the factory bolts that we saved. Installation took the use of another shoulder (not pictured) and is recommended as that sucker is heavy! We left the bolts loose for the time being to be tightened up later.

**4.** We continued dismantling the brake system by pulling the center cap that protects the axle nut. Then, we removed the brake rotor and set it aside in a safe place as we would be reinstalling them after the lift kit was properly installed. We then unbolted the dust shield using a 15mm socket.



**7.** Next on the list was the driveshaft. We removed all of the mounting bolts until it was free from the differential and left to hang down and out of the way.



**10.** After the control arms frame pocket has been cut away, a grinding wheel was used to sand down any sharp edges. Make sure to wear eye and face protection as our installer Mike did here. Yours truly was only shielded by a camera and was repeatedly showered with sparks trying to get the perfect shot.



**12.** The driver-side diff drop bracket was next to be installed, and it has a 3/4-inch rod end, which then needed to be adjusted to have 1 1/4 inches of clearance and torqued its Allen bolt down. It was then time to install the passenger-side drop bracket, which looks like a normal bracket with no rod end.



**5.** The upper ball joint was loosened with an 18mm socket, and we gave it a good hit with the aforementioned hammer to dislodge it. We loosened the lower ball joint as well, but kept it together so the axle and the vacuum actuator could be slid from the steering knuckle. We were extra, extra careful not to damage the delicate vacuum actuator, and you should be too. After the knuckle was free, we set it aside to be worked on later.



**8.** In order to remove the steering rack, we unbolted the skidplate and disconnected the electrical leads, then we buzzed out the mounting bolts. The steering rack was then removed. In preparation for removing the differential, we quickly removed the rear crossmember and set it aside as we would be installing a new one from the kit. We then removed the diff itself.



**13.** With the drop brackets securely in place, it was time for the diff to be reinstalled with the supplied hardware from the kit. Two shiny 7/16x 4-inch bolts and washers held the diff to both of the drop brackets and, again, not tightened till the whole kit was installed.



**14.**


14. The sway bar drop brackets were next to be installed and went in using new  $\frac{7}{16}$ x $\frac{1}{4}$ -inch bolts from the bolt bag. We were careful to note that each side was different and cannot be interchanged. The 45-degree angle goes to the front of the truck.

**17.**


17. The electrical connections were plugged back into the steering rack as we reinstalled it. We left the mounting bolts in the front crossmember in preparation to mount the rack so we were not fumbling around to find them. When it was loosely mounted, we reattached the steering extension linkage onto the factory pinch bolt and torqued it down.

**20.**

**21.**


15. Once all the support brackets were in place it was time for the rear crossmember to be bolted in, again using the two-man method. We then installed the front crossmember drop bracket that will meet up to the rear crossmember once it gets installed with the supplied hardware from the kit, leaving it loose just like all the others.

**15.**


18. With the major lift components in place we started to reassemble the front suspension, starting with the lower control arms which got bolted to their new positions in the new front and rear crossmembers. We left the mounting bolts loose and installed the cam plates on the outside of the crossmember.

**18.**


20. We prepped the driveshaft to be reinstalled by putting a small amount of thread locking fluid on the driveshaft bolts. A little goes a long way so we only put a dab on each. It was now time to reinstall the driveshaft with its new spacer and get that out of the way so with our thread locked bolts, we buzzed them back in using our electric impact.

21. We continued to reassemble the front suspension and mounted up the new spacers onto the top of the strut using the supplied hardware and a 14mm socket and torqued them down. The strut spacers are marked Driver and Passenger so there was no guesswork involved.

22. Before the new steering knuckle can be installed, the old one had to be stripped of the factory hub assembly. We gave it a visual inspection, but since this F-150 was so new, there was little to see. We torqued the hub to the new knuckle using the factory hardware we just removed and torqued them down.

23. We slipped the new steering knuckle onto the lower ball joint using the factory nut, running it tight but not torquing down until we had the whole assembly together. Then we prepared to install the upper ball joint and the vacuum actuator. Pay close attention to the next two steps, because if you don't ReadyLIFT will not even answer your call.

**16.**


16. Turning our attention to the rack-and-pinion, we needed to install the steering U-joint assembly. We then dabbed the bolt with more thread lock and torqued it down. This was far easier to do when the steering rack was outside of the truck.

**19.**


19. We went through and tightened up all the hardware that we left loose, and torqued them down to the recommended specs. We installed the front skidplate between the front and rear crossmember and buzzed that in good and tight now that the front section of the lift kit was properly bolted down.

**22.**

**23.**




# FORD F-150 POWER



2015 Ford F-150  
2.7L, 3.5L & 5.0L

P/N 400-290 oiled red  
P/N 401-290 dry red  
P/N 402-290 dry black  
P/N 403-290 dry blue



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◦ Utilizes OE Scoop

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\*These intake systems are not legal for sale or use on any pollution controlled motor vehicle in California or states adopting California emission procedures.



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Chevy Silverado Race Support Vehicle



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24.



24. We raised the knuckle and guided the axleshaft into the hub assembly as we guided the upped ball joint into the knuckle. We moved the actuator to the knuckle mounting surface making sure to engage the splined inner ring, and that the vacuum ports are pointing to the top of the knuckle. Once we made sure everything was seated correctly, we tightened up the upper and lower nuts.

27.



27. With the hub all squared away, we reinstalled the sway bar into its new position and reconnected the tie-rod ends to the knuckle using the factory hardware, and torqued them down. We also torqued the upper and lower ball joints.

30.



30. Now that the blocks were in place we could see the light at the end of the tunnel and installed the new SST 3000 shocks that came with the kit. They went in with no problems and we reused the factory mounting hardware, torquing them down. All that was left for our lift kit was to install the brake line drop bracket to the frame using the factory hardware as well as the e-brake line bracket, and we were home free!

25. Next we took great care to properly tighten down the axle nut. Pro Tip: You should too! We chose to tighten the axle nut with a manual ratchet instead of a powered one; the axle is thinner than it should be and can easily be broken off at the end. Once the shoulder was protruding 2 mm, we knew we had it in far enough and checked by rotating the axle and the hub rotated with it. Then the bolts on the vacuum actuator could be tightened down.

25.



28. With the front ready to go, we moved on to the rear suspension. We removed the e-brake cable bracket from the frame and in preparation to receive the drop bracket. Then, using a set of jacks supporting the rear axle we loosened and removed the rear shocks and threw them into the growing pile of parts that we would not be reusing.

28.



31. With our 7-inch lift kit all dialed in, we decided to cap it all off with a new set of wheels and tires. A set of 37/12.5R20 Nitto Train Grappler tires were mounted to a set of 20x10 SOTA BMF wheels.

31.



26.



26. Now that we were through with the axle and hub assembly, we reinstalled the dust shield on the hub, put the rotor back on and bolted up the brake caliper using another little dab of thread lock to keep everything nice and tight.

29.



29. In order to remove the factory lift blocks, we had to loosen and remove the U-bolts. Then we could take out the factory blocks and lower the axle far enough to take them out. With the old block out of the way, we installed the much larger lift blocks in their place making sure that the tapered end of the block points to the front and tightened the U-bolts down to properly align the center pins.

32.



32. Our '15 Ford F-150 now had the right look and height to it. The 7-inch lift had given us a commanding presence on the road with the ability to really drive over anything that we could think of, and it really made an impression out on the road and off. After installing this kit, the ReadyLIFT crew took the F-150 out for spin around town, and we received plenty of looks from passing drivers. To see if there is a very capable ReadyLIFT kit for your truck, check out the website using the info in the source box.



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69030/69031

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Item 62429 shown

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LG	62433/62428	\$12.38
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Customer Rating **★★★★★**

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### SUPER COUPON

Customer Rating **★★★★★**

**2.5 HP, 21 GALLON 125 PSI VERTICAL AIR COMPRESSOR**

**SAVE \$349**

LOT 69091/67847 shown  
61454/61693/62803

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LOT 60343  
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Customer Rating **★★★★★**

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Customer Rating **★★★★★**

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**TORQUE WRENCHES**

**PITTSBURGH**

Customer Rating **★★★★★**

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DRIVE	LOT	COMP AT
1/4	2696/61277	\$29.99
3/8	807/61276	\$54.91
1/2	62431/239	\$73.22

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### WOW SUPER COUPON

Customer Rating **★★★★★**

**RAPID PUMP® 1.5 TON ALUMINUM RACING JACK**

**PITTSBURGH**

LOT 69252/60569 shown  
68053/62160  
62496/62516

**SAVE \$60**

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comp at \$119.99

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• Weighs 32 lbs.

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### SUPER COUPON

**CENTECH AUTOMATIC BATTERY FLOAT CHARGER**

Customer Rating **★★★★★**

LOT 42292 shown  
69594/69955

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### WOW SUPER COUPON

Customer Rating **★★★★★**

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LOT 61849  
62719  
68887 shown

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comp at \$149.99

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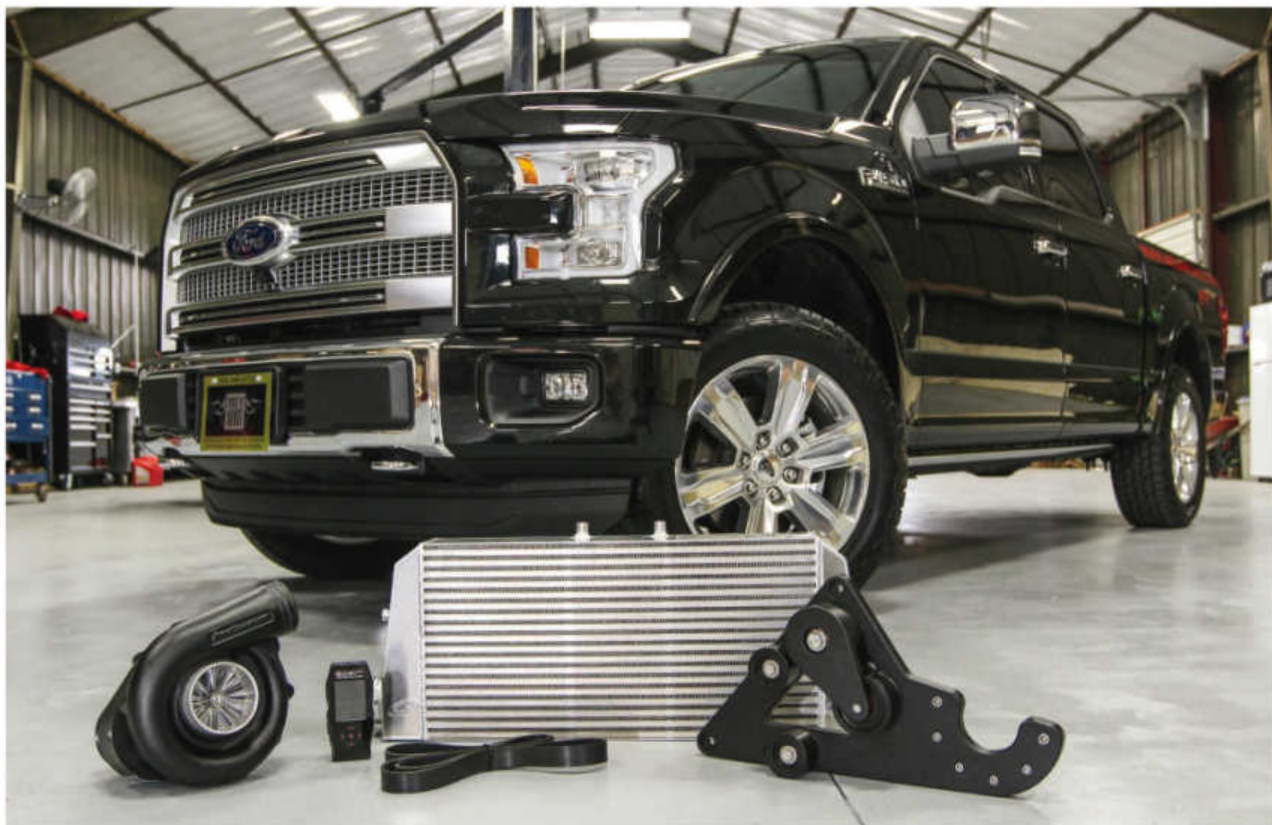
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# 5.0 On the Go

ProCharger Adds Serious Horsepower to the New Ford Powerplant

**W**hen the '15 F-150 hit the streets, we knew from the buzz we were hearing that there was about to be a slew of new parts hitting the market.

After all, not only does the new F-150 feature a brand-new aluminum body style, but it also introduced a reworked 5.0-liter. It adds an additional 35 hp, bringing the total output to 385 hp and 387 lb-ft of torque; the extra ponies come from a newly designed intake manifold, camshaft, and exhaust manifolds.

One of the companies consistently among the first on the scene with power adders for new trucks is ProCharger. Their line of new High Output and Stage II Intercooled centrifugal Supercharger systems for the '15 F-150s utilize the same proven

P-1SC-1 superchargers, brackets and highly effective intercoolers that hundreds of Ford owners trust for their '11-'14 Ford trucks. Both kits come complete with all hardware and tuning included, and the full system can be installed in only a few hours. Either way, your '15 Ford F-150 5.0L will be on the street in no time with an extra 45-55 percent of towing power on 6-7 psi (HO Intercooled Systems), or 60-70 percent more horsepower on 8-9 psi (Stage II Supercharger Systems). Check out the installation below and head over to ProCharger.com to see if there is a system available for your vehicle.



**1.**

**1. The ProCharger kits come complete with all the parts and hardware to do the job. Shown are the head unit, bracket assembly, intercooler, and tuner along with all of the necessary tubing and couplers, belts, hoses, and hardware.**

## Source:

PROCHARGER SUPERCHARGERS  
913.338.2886  
[www.procharger.com](http://www.procharger.com)

HOUSE OF BOOST  
816.340.6755  
[www.houseofboost.com](http://www.houseofboost.com)





**2.** The new 5.0L engine makes some impressive power from the factory, but that's no reason not to add a tremendous amount of additional power!

**3.** We kicked off the installation by removing the factory airbox lid and intake tube.



**4.** Then, the rest of the factory airbox and inlet tube are held in place with a 13mm bolt and two clips secured to the core support.



**5.** With the insulators, fuel inlet, and connectors removed, the fuel rail was unbolted, and the injectors were switched out. The fuel rail spacers also get changed out with new supplied ones.

**6.** Since the ProCharger kit runs a dedicated belt-drive system, we removed the factory balancer bolt and loosened the alignment cams to bolt the additional pulley in place.



**7.** Moving right along, a coolant hose extension was added in line to make room for the supercharger bracket.



**8.** We removed the 15mm alternator stud and two 13mm bolts before installing the 3/4-inch-thick CNC billet-aluminum blower bracket.



**9.** With the bracket installed, the bolts were torqued to spec.



**10.** Now the P-1SC-1 head unit was bolted up to the bracket.



**11.** Moving to the PCV system, we removed the factory line cap off of the opening.





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**12.**



**12.** Splicing into the vacuum line between the intake manifold and brake booster, we installed the boost/vacuum block to get the signal to the bypass valve and boost gauge.

**13.**



**13.** Now the belt was fished onto supercharger head unit.

**14.**



**14.** We removed the core support cover and then removed the grille.

**15.**



**15.** The intercooler mounting brackets take advantage of the hood latch mounting points.





**16.**

**16.** The huge 4.5-inch-thick 1,300hp-rated race intercooler was dropped into place next.



**17.**

**17.** Now the side brackets from the core support to the intercooler were bolted up and tightened down.



**18.**

**18.** Our tubes were lightly mocked up, before sliding into place on the pressure side.



**19.**

**19.** We made sure the clamps were tight on the intercooler inlet.



**20.**

**20.** And then we did the same on the blower discharge.

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**21.**


**21.** Next up was the bypass valve, which tees off just off of the intercooler.

**22.** Now we mocked up the outlet side of the charge pipes from the intercooler to the throttle body.

**22.**

**23.**


**23.** Once everything was in place, we snugged down each of the clamps.

**24.**

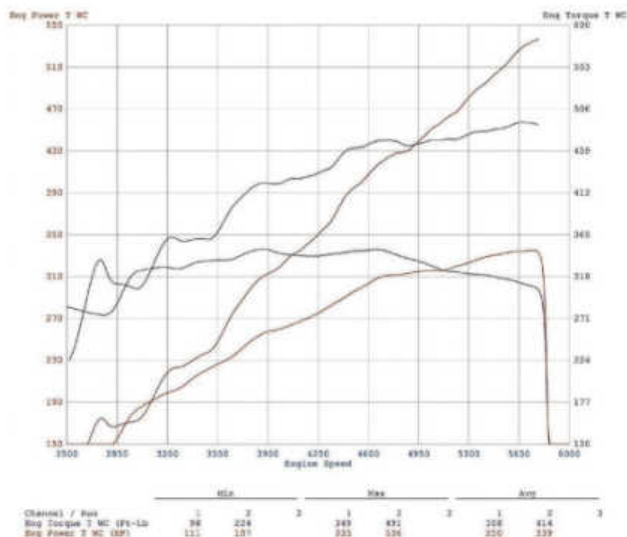

**24.** The last piece of the puzzle was attaching the cold air intake to the supercharger.

**25.**


**25.** We buttoned everything back up and stood back and admired our work before moving inside the cab. We like the look of the blower in the OEM-style black finish.

**26.**


**26.** We followed the simple directions and were soon loading the custom ProCharger tune. We were looking forward to a few more mpg and a whole lot of power, but the peak horsepower of 536 pretty much blew our minds. That's nearly 200 hp over stock!







### **Calmax 3/6 Kit - 2015 F150**

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## One Owner Stunner

**WHO:** Bill Engleby

**WHAT:** 1992 Chevy C1500

**WHERE:** Grand Blanc, Michigan

**MODS:** Belltech 4/6 drop kit, 350ci crate motor, Weiand 144 supercharger, Gibson headers and 3-inch exhaust system, B&M shift kit, custom perforated grille inserts, HID clear projector headlights, Anzo taillights, Grant Customs roll pan, shaved rear steps, SnugTop bed cover, '99 Tahoe bucket seats, and 20-inch Fuel Wheels. "I bought this truck new back in '92 and have ran it as my daily driver since then," Engleby says. "It only took me a few years to customize it, and I haven't stopped adding to this great truck."

**T**o get your truck featured in Readers' Rides, email a high-resolution photo of your truck to [readersrides@truckin.com](mailto:readersrides@truckin.com). Send in a front 3/4 or profile shot of your truck, and make sure it's big enough. For a digital file, try to make it at least 1MB. Don't use your cell phone! We print at a much higher resolution than a website, which means that sending links to photos posted online won't work. Also, please make sure that the whole truck is in the frame, don't cut off the front or back of the truck. Remember, this is your pride and joy. Do your best to make your truck look its best. Also, make sure to include plenty of information about you and your truck. The more information, the better the article. If you want to get your ride noticed by posting it on our website, go to [rides.truckinweb.com](http://rides.truckinweb.com). Upload up to 20 photos of your vehicle, along with detailed descriptions. 



## White Knight

**WHO:** Jason Marinic

**WHAT:** 2007 Dodge Ram 1500 Mega Cab

**WHERE:** Daniel, Wyoming

**MODS:** K&N Series 77 Cold Air Intake, PowerAid throttle-body spacer, 3-inch Flowmaster American Thunder dual rear side exhaust, AVS window visors, Stampede bug guard, Husky mudflaps, Tekonsha trailer brake system, Delta Champion toolbox, diamond plate bedrail covers, AMP Research Powersteps, Alpine speakers throughout, LED interior lights, 3M window tint, 20x10 Raceline Renegade 8 wheels, 305/55/20 Nitto Terra Grappler tires. "I love this truck and try to keep it as clean as possible," Marinic says. "This shade of white is almost as bad as black!"





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With either type of Center Link you can choose the right set of PPE Tie Rods along with our Race Pitman and Race Idler Arm to increase strength and durability.

Available for: 2001-2010 GM full size trucks, SUVs, and H2 Hummers



7/8"  
BOLT

### RACE PITMAN ARM

The PPE Race Pitman Arm with a 7/8" Grade 8 bolt and dual-bearings which help handle the abuse of high-stress situations such as: racing, larger wheels or tires and sled-pulling.

Available for: '01-'10 2WD or 4WD Chevy/GMC 2500/3500 HD trucks.



### RACE IDLER ARM

The PPE Race Idler Arm is used with stock (drilled) or the welded Straight Center Link. Features a 7/8" Grade 8 bolt, dual-bearings and Billet aluminum construction.

Available for: '01-'10 2WD or 4WD Chevy/GMC 2500/3500 HD trucks.



7/8" Bolt Race-Style



OEM Tapered

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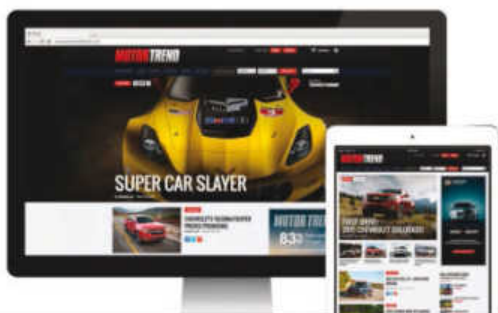


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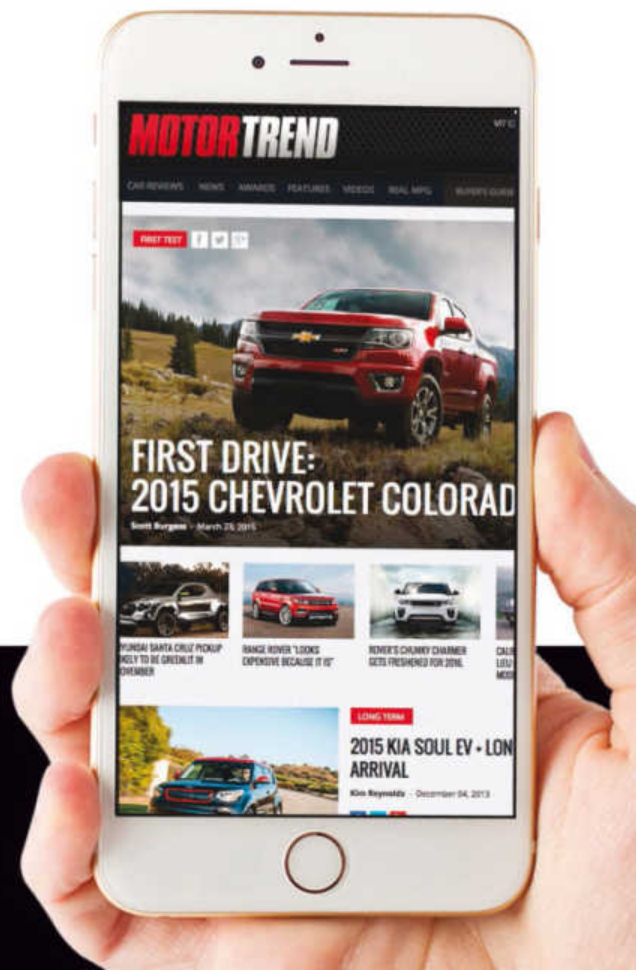
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**Dec. 5,** Severed in the Southwest, Phoenix, AZ,  
[www.severedinthesouthwest.com](http://www.severedinthesouthwest.com)

**Dec. 4-6,** Turkey Drag, Tyler, TX,  
[www.facebook.com/TurkeyDragShow](http://www.facebook.com/TurkeyDragShow)

**Dec. 12,** Mooneyes Xmas Party, Irwindale, CA,  
[www.mooneyesusa.net](http://www.mooneyesusa.net)

**Jan. 23,** Back 2 Basics, Carenbro, LA,  
[www.facebook.com/Back2BasicsShow](http://www.facebook.com/Back2BasicsShow)

**Feb. 26-28,** Lone Star Throwdown, Conroe, TX,  
[www.lonestarthrowdown.com](http://www.lonestarthrowdown.com)

**Mar. 12-13,** NR Small Town Takeover, Wortham, TX,  
[www.facebook.com/NRTakeOver](http://www.facebook.com/NRTakeOver)

**Apr. 1-3,** Forbidden Fantasy, Laughlin, NV,  
[www.facebook.com/events/1663183223897747](http://www.facebook.com/events/1663183223897747)

**Do you promote a show or run that draws 150 trucks or more? Send the above information to [editorsinbox@truckin.com](mailto:editorsinbox@truckin.com) for review!**

**Coming  
Next  
Month**  
Issue 3,  
on sale  
January  
1st



Our third issue for the 2016 year includes all the latest and greatest you've come to expect from the expert minds at *Truckin*. Lifted and lowered, fullsize and minis, go-fast engine tech and up-to-the-minute exterior upgrades, you can find it all right here. Issue #3 goes on sale January 1, 2016. Happy New Year!



# AutoAnything®

## THE WORLD'S FINEST HARD ROLL-UP TONNEAU!



### REVOLVER<sup>X2</sup> HARD ROLLING COVER

#### BAK REVOLVER X2 TONNEAU COVER

Bak Industries is excited to introduce the Revolver X2 — an all-new and improved aluminum hard rolling tonneau cover that offers tough security, ingenious mechanical locking rails, a flush low profile design, and simple one-handed operation. Its unique "no profile" design ensures lower coefficient wind drag resulting in better fuel economy, and renders a clean aesthetically rich look. The cover is designed to withstand over 400 pounds of evenly distributed weight, and the Tuff-BAK vinyl lining makes it resistant to dents, scratches and wear. Revolver X2 allows for 100% truck bed access, and locks securely with the truck's tailgate.



\$899<sup>00</sup>  
FROM

## QUALITY PROTECTION & RUGGED GOOD LOOKS!



#### STEELCRAFT GRILLE GUARD

The Steelcraft Grille Guard is forged from rugged T304 stainless steel for premium strength. The one-piece construction and integrated removable brush guards shields your front end from damage on or off road. 5-year warranty on black. Limited Lifetime Warranty on Polished Stainless.

**BLACK** ..... From \$399<sup>99</sup> **FREE Shipping** **STAINLESS** From \$619<sup>99</sup> **FREE Shipping**



\$199<sup>99</sup>  
FROM



\$399<sup>99</sup>  
FROM

#### STEELCRAFT BULL BAR

Reinforce your front end with the rugged protection of the Steelcraft Bull Bar. Built from 3" T304 stainless steel tubing, this beefy bull bar boasts a removable skid plate and comes in a black powder coat or polished stainless finish. 5-year warranty on the black and a lifetime on polished stainless steel.

**BLACK**..... From \$199<sup>99</sup> **FREE Shipping** **STAINLESS**..... From \$239<sup>99</sup> **FREE Shipping**

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1,000s of Parts for Performance, Protection & Style

## Call Our Experts 800.509.7298

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**FREE SHIPPING<sup>1</sup>**  
NO MINIMUM PURCHASE – NO HIDDEN FEES

**extang**  
tonneau covers

**EASY FOLDING DESIGN,  
HARD COVER SECURITY!**

**SOLID FOLD 2.0**

- Stylish OEM matte finish
- Strong and secure trifold design
- Quick & easy to operate
- Dent resistant panels
- Cooler to the touch
- Installs in minutes, no tools
- Safety and SpeedKlamps
- Extang Engineered
- Integrated snap-on seals
- Ultimate water management

Integrated snap on seals make it the most water resistant folding cover on the market.



**\$719<sup>00</sup>**  
FROM



**\$289<sup>00</sup>**  
FROM

**THE FASTEST, EASIEST WAY  
TO TOP YOUR BED!**

**TRUXEDO**  
TONNEAU COVERS

**TRUXEDO TRUXPORT ROLL-UP TONNEAU COVER**

Want the classiest tonneau in town? Dress your truck with the TruXedo TruXport Roll-Up Tonneau Cover. Installation takes just 20 minutes using clever clamps – no drilling here. Bed access is fast and easy thanks to the heavy-duty Velcro closure system. Straight bows and tension control keep your tarp flat for smooth, sleek style. Made in the USA and backed by a 5-year warranty.

**Great American Product! ★★★★★**

*"Love this cover. Did a lot of searching and this is exactly what I wanted. Plus it didn't cost a fortune. So far it is water tight and looks great." – Brian S. (Pullman, WA)*

**BEDRUG**  
NEXT GENERATION BEDLINERS

**SUPERIOR BED PROTECTION!**

**BEDRUG CUSTOM TRUCK BED LINER**

BedRug looks like cozy carpeting, but it's tough as nails. The thick mat cushions your loads and keeps cargo from sliding around. And, it's custom fit to your exact year, make and model, making for an easy installation. Durable all-plastic material stands up to heavy cargo and nasty weather. Lifetime Warranty.

**Only Liner I Will Use! ★★★★★**

*"My 2001 F-150 still has the original in it. Deer blood, fish guts, wood, mulch, you name it and it has withstood the test of time. A quick power wash and it's as good as new."*

*– Mike H. (Havre de Grace, MD)*

**\$425<sup>65</sup>**  
FROM



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## PROTECT YOUR BED WITHOUT THE HIGH COST OF A LINER!

### DEEZEE

The Quality Truck Accessory People

#### DEE ZEE HEAVYWEIGHT TRUCK BED MAT

- Protect your bed without the high cost of a liner
- Cut to fit the floor of your pickup box
- Add the additional tailgate mat to get extra protection where your truck needs it most
- Made from NyCord, a cord-infused rubber compound that's highly flexible
- 3/8" extra-thick molding
- Rubber cleats to hold the mat in place
- Mats will not crack, break or deteriorate in extreme heat or cold
- Resists most common chemical spills
- Your Dee Zee Heavyweight Truck Bed Mat is covered by a 1-year warranty

**VISIT US ONLINE TO SEE OUR HUGE SELECTION OF DEE ZEE TRUCK ACCESSORIES**



## STEP UP TO A BETTER BAR!

### LUND

Premium Style. Lasting Performance.

**\$189<sup>95</sup>**  
FROM PR.

#### LUND 5" OVAL NERF BARS

- Plant your feet on Lund 5" Oval Nerf Bars for a big-time boost in and out of your rig
- Custom configured for a perfect fit and a no-drill install (most vehicles)
- Measuring it at 5" wide, these oval nerf bars deliver an ample stepping surface
- Topped with recessed rubber traction pads for slip-free footing
- Constructed from cutting-edge polymers—they're as tough as metal but never rust
- Supports up to 350 lbs
- Available in Stainless Steel or Composite material (varies by vehicle)
- Backed by a Lifetime Warranty

#### "Easy install and they look the best"

*These came to me in less than a week after ordering. Installation took around 40 mins and they look outstanding on my truck. So much better than the 3-inch round bars normally seen in this price range." – Steve A. (Spring Creek, NV)*

Visit AutoAnything for Our Complete Selection of LUND Accessories including Running Boards, Deflectors, Tonneaus, Floor Mats, Fender Flares & More!

Available in Polished Stainless Steel or Black Composite Material (varies by vehicle)

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**YOUR CURT TOWING HEADQUARTERS!**



**\$67<sup>99</sup>**  
FROM

**RECEIVER HITCHES**

CURT hitches provide more than just versatile good looks; the smart design prevents rust by sealing the main body to keep out the elements. An open back-end design provides easy cleaning. Robotic welding produces a precision fit and strong construction to ensure that your hitch stands up to the job for years to come.



**\$287<sup>39</sup>**  
FROM

**5TH WHEEL HITCHES**

Outfit your truck for all of your heavy-duty hauling needs. Easy single-handle operation. 5-year warranty.



**\$14<sup>99</sup>**  
FROM

**T-CONNECTORS**

Discover how much easier and safer your towing experience could be with a CURT brake controller.



**\$14<sup>99</sup>**  
FROM

**TRAILER BALLS & BALL MOUNTS**

Built strong with CNC forming and machine welding. Available in classes I-V to fit all of your towing jobs.



**A BETTER WAY TO HAUL YOUR BIKE!**



**\$119<sup>99</sup>**  
FROM

**INNO RACK STAYS**

Allows mounting of attachments above the truck bed for haul your bikes, ski's, surfboards, cargo boxes while still leaving room in your pick up bed.



**\$84<sup>99</sup>**  
FROM

**INNO VELO GRIPPER TRUCK BED BIKE RACK**

Transport your bike and save up to 90% of your truck bed space with the INNO Velo Gripper Truck Bed Bike Rack.



**\$454<sup>99</sup>**  
FROM

**INNO TIRE HOLD HITCH BIKE RACK**

**SHOP 1,000s OF PRODUCTS FOR YOUR TRUCK AT [AUTOANYTHING.COM!](http://AUTOANYTHING.COM)**



**\$99<sup>99</sup>**  
FROM

**PROMAXX BED MAT**

Defend your truck bed against the daily onslaught of sliding cargo with a burly layer of heavy-duty tire rubber.



**\$49<sup>99</sup>**  
FROM

**STREET SCENE SPEED GRILLES**

The Street Scene Speed Grille out-classes a bland stock grille, and gives your ride a menacing front-end look.



**\$209<sup>99</sup>**  
FROM

**CARRIAGE WORKS HEAVY-DUTY SERIES MESH GRILLES**

Black powder-coated T-304 stainless steel.



**\$142<sup>95</sup>**  
FROM

**TOOLBOXES**

Carry tools, equipment, all of your gear in a safe, lockable truck toolbox. See our huge selection online.

or Visit **AutoAnything.com**

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## THE ORIGINAL

STRONGER • TOUGHER • MORE DURABLE



BUY ANY MATTE BLACK FENDER FLARE SET OF 4 AND RECEIVE

# \$50

AMERICAN EXPRESS® REWARD CARD

VALID 11/1/15 - 12/31/15. MUST BE REDEEMED BY 1/31/16

### ▲ BUSHWACKER POCKET SYTLE® FENDER FLARES

- Bushwacker Pocket-Style Fender Flares deliver the ultimate defense against road debris and off-road elements
- Made from Bushwacker's exclusive non-cracking, non-warping, 100% UV-resistant Dura-Flex® thermoplastic
- OEM matte black and readily accept custom paint

### ◀ BUSHWACKER EXTEND-A-FENDER® FLARES

- Extend-A-Fender® Flares give you that "Limited Edition" look
- Easy no-drill installation
- Adds additional off-road clearance to fit larger tires and protects your rig from trail debris

### 6 DISTINCT FENDER FLARE STYLES AVAILABLE

NEW & LATE MODEL APPLICATIONS: Ford, GMC, Dodge, Chevrolet, Toyota, Jeep, and Nissan

## GET YOUR RIG ON THE LEVEL!



THERE'S NO FASTER OR MORE ECONOMICAL WAY TO RAISE YOUR RIG THAN A READYLIFT LEVELING KIT.



**READYLIFT**  
ALL-ALUMINUM LEVELING KITS

### READYLIFT LEVELING KITS

When you want the gnarly look of 33" tall tires without the expense of a lift kit, a ReadyLift Leveling Kit is exactly what you need. Using either torsion keys or shock extensions, this simple kit sends your rig up to 3" high—enough room for that trick wheel package without wrecking your smooth ride. Limited Lifetime Warranty.



## PUSH GROUND CLEARANCE TO NEW HEIGHTS!



### SKYJACKER LIFT KITS

Complete with all the top-quality parts and accessories you need to get up to a 9" lift (depends on vehicle), Skyjacker delivers the clearance it takes to conquer any on- or off-road obstacle with ease. The sky's the limit when you take your truck or SUV to a higher profile with Skyjacker! Limited Lifetime Warranty.



Kit Shown  
From \$1,791.95  
FREE Shipping  
Contents may vary

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## UPGRADE YOUR TRUCK'S COMFORT, HANDLING AND SAFETY!

Call or visit us online for our complete selection of performance off-road shocks.



### PRO COMP SHOCKS

There's only one way to face the badlands like a real man—that's mano-a-mano. And, with a set of Pro Comp Shocks absorbing the punches, you and your off-road machine are guaranteed the spoils of every backcountry battle. Precision engineered and custom valved for truck Pro Comp shocks dramatically improve on- and off-road performance. Limited Lifetime Warranty.



**\$39.99**  
FROM EA.



### RANCHO SHOCKS

Outfit your rig for any road, track or trail with top-of-the-line Rancho shocks. With over 50 years of engineering experience under their belt, Rancho has mastered the art of fine-tuning shocks to handle the roughest terrain with ease. Pick from multiple performance levels with varying stiffness to handle harsh impacts and improve handling. Lifetime Warranty.



**\$55.99**  
FROM EA.



### SKYJACKER SHOCKS

Whether you're heading down to the jobsite or racing across the desert in the Baja 500, Skyjacker shocks dish up the support your rig's suspension needs. Entry-level Skyjacker shocks boast velocity-sensitive valving that senses your speed and adjusts for the best results, and their pro shocks use cutting edge wafer valving for the ultimate performance. Lifetime Warranty.



**\$33.57**  
FROM EA.



### BILSTEIN SHOCKS

Bring precision German engineering to your stateside ride with a set of Bilstein shock absorbers. Delivering the stability you need to conquer the Autobahn, paired with the comfort you crave for your morning commute. By perfecting the mono-tube gas pressure shock absorber, Bilstein revolutionized the shock absorber industry. Lifetime Warranty.



**\$59.99**  
FROM EA.

## IMPROVE YOUR STOPPING PERFORMANCE WITH STOPTECH BRAKE KITS!



**\$161.49**  
FROM KIT

### STOPTECH SLOTTED TRUCK BRAKE KIT

From downhill runs to stop-and-go traffic, your Slotted Rotor and Pad Truck Kit delivers a ferociously firm bite under the most grueling conditions. Featuring StopTech's slotted sport rotors and Centric fleet performance brake pads for maximum stopping power. Backed by a 90-day / 3,000-mile warranty.



**\$1,295.00**  
FROM KIT

### STOPTECH SLOTTED BIG BRAKE KIT

This comprehensive kits include all of the parts you need to take your braking power to the next level including slotted rotors, stainless steel brake lines, red calipers, caliper mounting brackets and street performance brake pads. Covered by a 90-day warranty.

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## BULLYDOG

### UNLEASH THE BEAST IN YOUR ENGINE!

**\$594.99**  
FROM



#### BULLY DOG TRIPLE DOG GT TUNER

- Tune for horsepower and torque with 4 different power levels
- Exclusive Driving Coach feature teaches you to improve fuel economy
- On-the-fly power level adjustment maximizes power & economy when you need it
- Full color display screen with multiple themes
- View instant fuel economy and trip fuel economy
- Displays current gear on vehicles with auto trans
- De-fuels based on user-set parameters

**50-STATE  
LEGAL!**



### CRANK UP YOUR POWER WITH SCT!

**49-STATE  
LEGAL!**

**\$399.00**  
ONLY

#### SCT X4 POWER FLASH PROGRAMMER

- Preloaded with an impressive set of dyno-proven and track-tested tunes
- The easiest way to crank up your horsepower, boost torque and enhance throttle response
- Create and store up to 10 custom tunes optimized for your particular driving style
- Offers a wide range of adjustability to critical vehicle parameters, including rev limiter, shift points, idle speed and more (varies by vehicle)
- Increases fuel efficiency when you're not pushing the pedal to the metal
- Easy-to-read full color LCD screen that runs in landscape and portrait modes
- Logs and displays PCM data in real-time while you drive, or review your runs at home using SCT's LiveLink software



### THE SOUND OF PERFORMANCE!

Ford - Chevy - Dodge - Jeep - Toyota - Nissan  
Gas & Diesel Applications

**\$472.31**  
FROM



When it's time to GET CRAZY, and do something that's never been done before, the action and motor sports world looks toward Brian Deegan. When vehicle owners want great SOUND, more POWER, better FUEL MILEAGE, and QUALITY Craftsmanship, the world looks toward Gibson Performance Exhaust. Today, the Gibson family and Brian Deegan, bring you the SICKEST 4 INCH exhaust systems on the planet, METAL MULISHA EXHAUST!

Exhaust Tips Also Available Separately - 8", 6", & 5" Diameter

4.0" Stainless Steel Cat Back Systems with Hi-Temp  
Black Ceramic, Easy Bolt-On Stainless Skull Tip



**LIFETIME  
WARRANTY**  
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**DIABLOSPORT**

**Trinity**

**GET DEVILISH PERFORMANCE!**

**DIABLOSPORT TRINITY PROGRAMMER\***

Unlock your EcoBoost's true potential. Add up to 90 HP and 90 TQ, plus 3 MPG with the Mileage BoosterTuner, and a specific towing tune that adds 50/50. Packed with pre-loaded performance tunes, a heads up display with virtual gauges, a customizable shift light, and a virtual drag strip the Trinity will bless your truck with its true performance potential!

**\$599<sup>99</sup>**



**CUSTOMIZE YOUR GAUGE!**

Design your own gauge layout(s) or use one of the pre-existing gauge layouts designed by DiabloSport's calibration team



**GAUGE SAMPLE 1**



**GAUGE SAMPLE 2**



**DRAG SCREEN**



**RACE SCREEN**

\*Not legal for sale or use on pollution-controlled vehicles in the State of California or states that use the CARB emissions standard.



**JET**  
Performance  
Products™

**GUARANTEED  
LOWEST PRICE!**  
Call or Go Online.

**JET PERFORMANCE MODULE\***

Quick acceleration off the line, faster 0-60 times and more towing torque are yours, instantly! Jet's world-famous performance chip is 50-state street legal, works for both stock and modified powerplants and installs easily—less than half an hour. Lifetime Warranty.

**My Jet Performance Module ★★★★★**

"I could't be more pleased with my Jet Performance Module. My vehicle now has the power and performance that I had always hoped it would have. The module puts the fun back in driving. Fortunately, I also have a good radar detector."

- Stephen F. (North Andover, MA)



**\$129<sup>95</sup>**  
FROM

**\*JET POWER-FLOW MASS AIR SENSOR**

Replace your limited factory MAF with a smarter unit. The Power-Flow Mass Air Sensor by Jet Performance increases airflow by up to 45% and communicates the increase with the engine's computer to give you instant gains in low-end torque and horsepower. 1-year warranty.



**\$59<sup>95</sup>**  
FROM

**JET POWER-FLOW TBI SPACER**

Send your combustion chamber a performance-enhancing air charge without all the noise. Thanks to the intrepid tuners at Jet Performance, their innovative bore design eliminates unwanted sound, while still causing incoming airflow to smooth out and speed up. The result is an optimized mixture of air and fuel that gives you gains in the mid-range power band and even increases your fuel economy.

\*Not legal for sale or use on pollution-controlled vehicles in the State of California or states that use the CARB emissions standard.

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## INCREASE YOUR TORQUE AND HORSEPOWER!†



**\$33.99**  
FROM

**WASHABLE  
REUSABLE**



Ford Power Stroke 6.4L  
('08-'10) Part# 57-2576  
**\$311.99** FREE Shipping



### PERFORMANCE AIR FILTERS

The washable and reusable pleated and oiled cotton gauze filtration medium runs up to 50,000 miles between cleanings, depending on highway conditions. 10-year / 1,000,000 Mile Warranty. Installs in minutes.

F-150 5.0L ('11-'14)	Part# 33-2385
F-150 5.4L ('04-'08)	Part# 33-2287
Tundra 4.7L ('07-'12)	Part# 33-2387
Ram 5.7L ('03-'12)	Part# 33-2247
Silverado 5.3L ('99-'12)	Part# 33-2129

...Plus 100s More! Call or Visit Us Online.

### COLD AIR INTAKES\*

Boost power and torque† with a K&N Cold Air Intake. Custom engineered with a famous K&N Filtercharger cone filter and crosslink nylon intake tract. 10-year / 1,000,000 Mile Warranty. Easy installation.

F-150 5.0L ('11-'13)	Part# 63-2581
F-150 5.4L ('04-'08)	Part# 57-2556
Tundra 4.7L ('07-'11)	Part# 63-9031-1
Ram 5.7L ('09-'13)	Part# 63-1561
Silverado 5.3L ('09-'13)	Part# 63-3070

...Plus 100s More! Call or Visit Us Online.

†Estimated horsepower and torque gains based on specific or similar vehicle dynamometer tests. Results will vary. For more information, look up vehicle and/or testing protocols at knfilters.com. \*57 Series Intakes are 50-State Legal. Intake systems beginning with 63/69/77/RK are street legal in most states. Some of these parts are not legal for use on certain vehicles in California, or other states adopting CA emission standards. Visit us online for CARB status on each part for a specific vehicle.



**\$182.62**  
FROM

## INCREASE COOL AIRFLOW TO YOUR ENGINE WHILE PROTECTING IT FROM HARMFUL DIRT AND DEBRIS.

### S&B AIR INTAKES

- S&B uses premium silicone for its filters and couplers which won't crack over time.\*
- Engineered to outperform stock intakes and tested to the ISO 5011 Filtration Standard.
- Available with a cleanable 8-layer cotton filter or dry-disposable filter.
- S&B's signature clear lid allows for easy air filter inspection and is great for showing off.
- Each intake kit includes simple installation instructions with full color detailed images.
- Backed by a Million-Mile Warranty and manufactured in the USA.

\*Silicone rubber not available on all S&B kits. See individual product pages for details.

## ENGINEERED ADRENALINE!

### AFE MOMENTUM COLD AIR INTAKES

- Increases the horsepower & torque of your ride or rig
- Patent-pending housing-to-filter interface requires up to 70% fewer parts than competitors
- One-piece sealed intake housing uses all factory mounting points for easy installation
- Auxiliary air scoop can be opened for additional flow
- HD intakes feature a clear sight window allows easy inspection of air filter
- GT intakes feature a rugged, tread-patterned top
- The one-piece rotomold plastic intake tube is dyno tuned to perfection
- All installation hardware, heavy-duty T-bolt clamps & 2-ply reinforced silicone hump couplers included
- AFe Momentum Intakes are backed by a 2-year warranty



**\$375.00**  
FROM

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# The 100,000 Mile Filter

Increase horsepower, add torque, even improve your fuel economy with the Volant Cold Air Intake System! The rocket scientists at Volant have truly outdone themselves with this one. The Volant intake breathes in huge amounts of performance-enhancing air to your engine, increasing horsepower up to 10%. What's more, it takes less than an hour to install using standard household tools to replace the old, suffocating factory air box.

High temperature triple cord silicone hoses for strength and durability.

Patented closed sealed oversized air boxes provide increased air volume and protection from engine heat.

Marine grade stainless hose clamps.

High temperature foam insulated aluminum lids.

Donaldson® PowerCore® Filtration Technology flows 35% more than conventional factory paper filters.

Hand formed oversized air ducts for maximum air flow and increased air volume.

**\$187<sup>19</sup>**  
FROM



**PowerCore®**  
A Donaldson Filtration Technology

By using Donaldson's® PowerCore® Filtration Technology, submicron contaminants load on the surface rather than collecting in the depth of the filter. This boosts efficiency and increases performance on your aftermarket air intake system. The filter media won't deteriorate as easily as traditional cotton/gauze filters. Plus, they are OE-approved and will not void your factory warranty. Backed by Volant's 150,000-mile warranty.

or Visit **AutoAnything.com®**

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THAT TRAIL AIN'T  
GONNA MAKE ITSELF.



ARE YOU DRIVER ENOUGH?

Some like the comfort of a well-worn path. For the rest, there's the new BFGoodrich® All-Terrain T/A® KO2. It's our toughest all-terrain tire. Ever.

